

FINAL  
ENVIRONMENTAL IMPACT REPORT  
NORTHEAST ROSEVILLE SPECIFIC PLAN

State Clearinghouse Number 86042805

Lead Agency:

City of Roseville  
Planning Department  
316 Vernon Street  
Roseville, CA 95678  
916/781-0276

Prepared by:

Jones & Stokes Associates, Inc.  
1725 - 23rd Street, Suite 100  
Sacramento, CA 95816  
916/444-5638

March 1987



# CITY OF ROSEVILLE

316 VERNON STREET • ROSEVILLE, CALIFORNIA 95678 • PHONE (916) 781-0200

TO: Interested Parties

FROM: City of Roseville  
316 Vernon Street  
Roseville, CA 95678

SUBJECT: Final Environmental Impact Report for the Northeast Roseville  
Specific Plan

DATE: April 2, 1987

The Roseville Planning Department is forwarding this document as information to all agencies, organizations and interested parties indicated on the enclosed distribution list. This document, as well as the Draft Environmental Impact Report, were certified by the Roseville City Council on March 11, 1987. It is intended that this document supplement the Draft Environmental Impact Report and that both reports will serve together as the final environmental document.

A copy of this document, as well as the Draft Environmental Impact Report, have been forwarded for public review to the main branch of the Roseville City Library at 225 Taylor Street. In addition, copies may be reviewed at the City Planning Department.

If you have any questions regarding these documents, please contact Daniel E. Dameron at (916) 781-0276.

Sincerely,

Daniel E. Dameron  
Associate Planner

DED:as

FINAL EIR - NORTHEAST ROSEVILLE SPECIFIC PLAN

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Placer Indian Association		891 Indian Rancheria Rd., Auburn 95603
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Sacramento Bee, Neighbors Publication	Mike Grundman	10 Fullerton Ct., Sacramento 95825
Sacramento Audubon Society		555 Audobon Pl., Sacramento 95814
Roseville Chamber of Commerce		700 Vernon St., Roseville 95678
Sierra Club Legislative Representative		1228 N Street, Sacramento 95814
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Ron Grider		8001 Indian Springs Way, Orangevale 95662
KCS Development Company	Bill Krum	7919 Folsom Blvd., Suite 150, Sacramento 95826
Roland Bergthold, Sierra College		5000 Rocklin Rd., Rocklin 95677
David Wade Associates	David Wade	735 Sunrise Ave., Roseville 95661
Bill Zisk		205 Thomas, Roseville 95678

RESOLUTION NO. 87-31

RESOLUTION OF THE COUNCIL OF THE CITY OF ROSEVILLE  
CERTIFYING AN ENVIRONMENTAL IMPACT REPORT RELATING TO  
THE NORTHEAST ROSEVILLE SPECIFIC PLAN AND MAKING FINDINGS  
OF FACT

WHEREAS, the City of Roseville (City) is proposing to adopt the Northeast Roseville Specific Plan (Project) pursuant to Government Code Section 65450 et seq.; and

WHEREAS, the Project is necessary for the implementation of the City of Roseville General Plan; and

WHEREAS, a Final Environmental Impact Report (EIR), consisting of a Draft EIR and a Final EIR Supplement, has been prepared pursuant to the California Environmental Quality Act (CEQA, Public Resources Code Sec. 21000 et seq.) to analyze the Project's environmental impacts; and

WHEREAS, the City Council (Council) of the City of Roseville has reviewed the Final EIR prepared for the Project, Planning Department staff reports pertaining to the Draft EIR, and the Project Review Commission findings report, all of which documents are hereby incorporated by reference into this Resolution; and

WHEREAS, the Final EIR identified certain potentially significant impacts on the environment caused by the Project.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Roseville as follows:

1. It is hereby certified that the Final EIR has been completed in compliance with CEQA.
2. It is hereby certified that the EIR has been presented to this Council, which has reviewed and considered the information contained therein before making any of the following findings and before approving the Project.
3. It is hereby certified that the EIR identifies several impacts as less-than-significant which do not need mitigation, and several less-than-significant impacts for which mitigation is suggested.
4. The Council hereby finds that some of the potentially significant adverse environmental impacts identified in the Final EIR, have or will be mitigated to less-than-significant levels in keeping with the objectives of CEQA, but that other potentially significant environmental impacts cannot reasonably be reduced to less-than-significant levels. Accordingly, pursuant to Section 15091 of the CEQA Guidelines, this Council makes the following findings as to each of the potentially significant adverse impacts identified in the Final EIR. In the findings presented below, references to mitigation measures to be implemented by the

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proponent are meant to apply to both the project proponent and/or its successors in interest.

A. Land Use

(1.) Direct Changes in Land use. The Project will result in the conversion of the Project area from open space to urbanized uses. This loss of open space is an unavoidable adverse impact. No feasible mitigation measures are available to reduce the impact to a less-than-significant level because any development in the Project area will result in open space conversion.

(2.) General Plan Policy Consistency. The Project will conform with policy 12A of the Housing Element. Conformity will be accomplished by the project proponent agreeing in advance to a "blank-check" agreement to conform to a City-wide housing implementation program to be adopted by the City. In the interim, residential developments will be subject to the requirement that they conform to the Housing Element.

(3.) Market Impacts on Downtown Roseville. Competition created by the Project's additional commercial acreage could adversely affect businesses in downtown Roseville. This impact is unavoidable. No feasible mitigation measures are available to reduce the impact to a less-than-significant level because commercial uses are essential for the Project's economic feasibility. This impact, however, is economic in nature and is not considered an impact on the environment within the purview of CEQA.

(4.) Growth-Inducement Impacts. Development of the Project will increase the pressure to develop lands designated as urban reserve and agricultural in the Project area and adjacent undeveloped land to the east in Placer County. The growth inducement pressure is an unavoidable adverse impact. No feasible mitigation measures are available to reduce this impact to a less-than-significant level because any development in the Project area will result in growth inducement.

B. Public Services and Facilities

(1.) Water. The Project will result in a projected peak water demand of 5.2 million gallons per day (MGD), contributing to the need for expansion of the city water treatment plant. This impact will be mitigated to a less-than-significant level by implementation of the city's adopted fee ordinance as may be amended by the recommendations of the City of Roseville Capital Improvements Program and Financing Plan currently under preparation.

The Project will also result in the need for the extension of a 36-inch water main to serve the Project area. This

impact will be mitigated to a less-than-significant level by the project proponent financing its fair and equitable share of the public facilities cost as provided for in the Project Development Agreement.

(2.) Wastewater. The Project will result in a projected peak flow of 4.1 MGD of wastewater, contributing to the need to expand the City's sewage treatment plant. This impact will be mitigated to a less-than-significant level by implementation of the City of Roseville regional sewer connection fee.

The Council also finds that the Project would require the construction of on-site lines, an interceptor, and a lift station. This impact will be mitigated to a less-than-significant level by the project proponent financing its fair and equitable share of the public facilities cost. A project specific EIR will be required for this construction.

(3.) Police Protection. The Project will require increased police protection services for the Project area; a minimum of 16 additional personnel will be required. Economic analysis suggests the Project will generate revenues adequate to provide these personnel. Also, a potential exists for security problems in proposed open space areas. These impacts will be mitigated to less-than-significant levels through site design review by the city police department and implementation of applicable recommendations of this review; through the project proponent's provision of on-site security; and through evaluation of parkway security needs by the project proponent and city police department, and implementation of applicable recommendations of the EIR.

(4.) Fire Protection. The Project would generate increased need for fire protection services in the Project area; the Project includes a fire station to meet this need, reducing this impact to a less-than-significant level. The Project would create risks of hazardous materials fires; this impact will be mitigated to a less-than-significant level through the project proponent preparing and implementing a site-specific hazardous materials management plan. The Project will result in fire flow requirements of 3,000 gallons per minute (gpm) in commercial areas and 1,000 gpm in residential areas; this impact will be reduced to a less-than-significant level by the project proponent incorporating fire safety measures into new development.

(5.) Electrical and Gas Services. The Project will result in increased demands for electricity and gas, requiring one or two electrical substations and a gas main extension. These impacts will be mitigated to less than significant levels by project proponent financing its fair

and equitable share of these facilities.

(6.) Parks. The Project will generate a demand for 11.7 acres of neighborhood park; this impact will be reduced to less-than-significant levels by inclusion of a neighborhood park within the Project area, the exact location and design of which will be determined by the City Parks and Recreation Department staff. The Project will also generate a demand for 7 acres of community parks and 23.4 acres of citywide parks; this impact will be mitigated to a less-than-significant level through additional dedication of vernal pool preserves and parkland.

(7.) Schools. The Project would generate an increase of 341 to 465 students in Eureka Union School District, 55 to 93 students in Roseville City Elementary School District, and 222 to 317 students in Roseville Joint Union High School District, thereby creating a requirement for additional classrooms. This impact will be mitigated to a less-than-significant level through complying with policies established in the School Component of the Public Services and Facilities Element of the General Plan.

#### C. Air Quality

(1.) Contribution to Regional Air Quality Problems. The Project would increase traffic-related and other emissions of air pollutants that are ozone precursors, thereby contributing to regional ozone problems and adding incrementally to the difficulty in attaining the ozone standard. This impact cannot be reduced to a less-than-significant level. No feasible mitigation measures are available to reduce the impact to a less-than-significant level because any major development in the Project area will cause the same type of impact. The impact will be partially mitigated through the project proponent, the City, and Caltrans implementing planned and recommended transportation improvements and transportation system management (TSM) measures.

(2.) Consistency with Regional Air Quality Plan. The Project will generally make attainment of air quality standards more difficult, thereby making it more difficult for the Regional Air Quality Plan to succeed. This impact is unavoidable. No feasible mitigation measures are available to reduce the impact to a less-than-significant level because any major development in the Project area will cause the same type of impact.

D. Noise. Some residential uses facing major roadways could experience potentially significant traffic noise; this impact will be reduced to a less-than-significant level by the project proponent meeting state noise insulation standards for multi-family residences and implementing residential design considerations.

Commercial and office uses near Interstate 80 (I-80) would be exposed to conditionally acceptable noise levels; this impact will be reduced to a less-than-significant level through the project proponent preparing project-specific noise analyses and implementing applicable recommendations of these analyses. Transient lodging near Interstate 80 would be exposed to noise levels that are either normally unacceptable (within 500 feet of I-80) or conditionally acceptable (within 500 to 2,000 feet of I-80); this impact will be reduced to a less-than-significant level through the project proponent preparing project-specific noise analyses for transient lodging and implementing applicable recommendations of these analyses.

E. Hydrology and Drainage. The Project would potentially increase runoff for a 10-year storm event by 30-68 percent, thereby affecting downstream drainage facilities; this impact will be mitigated to a less-than-significant level by the project proponent developing a comprehensive drainage study and implementing applicable recommendations of this study, and by the project proponent implementing runoff reduction measures, all as approved by the Director of Public Works. The Project's streamflow restrictions could increase upstream water levels through construction of five creek crossings; this impact will be mitigated to a less-than-significant level through the project proponent designing stream crossing structures to ensure minimal flow restriction.

F. Water Quality and Fisheries.

(1.) Short-Term Impacts. The Project would potentially increase sedimentation and pollutant transport to creeks during construction, causing degradation of chinook salmon and steelhead trout habitat. This impact will be mitigated to a less-than-significant level through the project proponent implementing precautionary measures during design and construction to minimize water quality degradation.

(2.) Long-Term Impacts. The Project will generate increased urban runoff to creeks, thereby degrading water quality and potentially flushing fish fry from creeks; these impacts will be mitigated to less-than-significant levels through the project proponent implementing runoff reduction measures. The Project could cause water quality problems and threaten fish populations if sewer lines located in ravines break, and could reduce stream productivity if removal of riparian vegetation increases stream temperatures; these impacts will be mitigated to less-than-significant levels through the project proponent establishing and implementing design criteria for construction in ravines.

G. Topography, Geology, and Soils

(1.) Geology. The Project would encounter potential

problems related to construction on Mehrten volcanics and is potentially inconsistent with city policy on development in Mehrten formations. These impacts will be mitigated to less-than-significant levels by the project proponent conducting detailed geotechnical investigations prior to final design, and implementing alternative development approaches on Mehrten formations.

(2.) Soils. The Project would encounter potential erosion problems, shrink-swell problems, and problems related to construction on dredge tailings. These impacts will be mitigated to less-than-significant levels through the project proponent preparing and implementing an erosion and sediment control plan; using precautionary measures for shrink-swell soils; and using precautionary engineering and design practices for dredge tailings.

#### H. Botanical and Wildlife Resources

(1.) Northern Volcanic Mudflow Vernal Pools. The Project would result in the elimination of approximately 130 vernal pools, or 1.3 acres, including portions of a rare plant species habitat. This impact will be partially mitigated through the project proponent and City determining the feasibility of protecting vernal pool habitat on a case-by-case basis, and by the project proponent dedicating a vernal pool complex in the Project's urban reserve area to perpetual open space. Vernal pool impacts cannot, however, be reduced to a less-than-significant level because it is infeasible for the project proponent to redesign the Project to avoid elimination of all vernal pools, given economic and practical considerations.

(2.) Oak Woodland and Riparian Woodland (Botanical Resources). Construction associated with the Project will require removal of a portion of this habitat. This impact will be reduced to a less-than-significant level through the project proponent establishing and implementing a tree preservation management plan; implementing design criteria for construction in ravines; and undertaking additional environmental analysis when the exact design, location, and construction techniques are determined.

(3.) Oak Woodland and Riparian Woodland (Wildlife Resources.) Construction of bridges, roads, bike paths, and pedestrian trails associated with the Project could degrade or eliminate wildlife species. This impact will be mitigated to less-than-significant levels through the project proponent establishing and implementing a tree preservation management plan; implementing design criteria for construction in ravines; and undertaking additional environmental analysis when the exact design, location, and construction techniques are determined. Construction of sewer lines in ravines could also degrade or eliminate

wildlife species; this impact will be mitigated to a less-than-significant level through the project proponent either establishing and implementing design criteria for construction in ravines or placing sewer lines outside ravines. The Project would potentially fragment streamside corridors, thereby impeding movements of wide-ranging species; this impact will be reduced to a less-than-significant level through the project proponent establishing wildlife crossings under bridges crossing creeks.

(4.) Special Status Wildlife Species. The Project could result in trees containing Cooper's hawk nests being cut down during breeding season; this impact will be mitigated to a less-than-significant level by the project proponent conducting raptor nest surveys in riparian areas subject to construction, and based on the results of these surveys, avoiding tree cutting that could adversely affect Cooper's hawks nests or cutting trees after the breeding and nesting season. The Project could adversely affect tiger salamanders if they are contained in vernal pools in the Project area; this impact will be reduced to a less-than-significant level by the project proponent and City determining the feasibility of protecting vernal pool habitat on a case-by-case basis.

I. Hazardous Materials. The storage or use of hazardous materials within the Project area could result in uncontrolled or undetected releases. This impact will be mitigated to a less-than-significant level by the project proponent complying with all requirements of the Roseville Municipal Code and by the project proponent preparing and implementing a site-specific hazardous materials management plan.

J. Cumulative Impacts

(1.) Land Use. At buildout, the City's developed lands will consist of an estimated 11,600 acres of residential, commercial, business professional, and industrial uses; the Project accounts for about 11 percent of this developed acreage. This impact will be mitigated to a less-than-significant level through the City evaluating projects for compliance with the General Plan and ensuring such compliance.

(2.) Population, Housing, and Employment. At buildout, the City is estimated to contain 90,590 residents, 34,685 dwelling units, and 78,315 employees; the Project accounts for about 5 percent of the population and dwelling units, and 22 percent of the employees. Considering the buildout of the entire South Placer region, the Project accounts for less than 2 percent of the population and about 14 percent of the employees. These impacts will be mitigated to less-than-significant levels through the City evaluating projects for compliance with the General Plan

and ensuring such compliance.

(3.) Transportation. Expected City buildout, with the Project, would cause significant traffic impacts at 12 screenlines intersecting major traffic corridors. This impact will be mitigated to a major extent by the project proponent, the City, and/or Caltrans undertaking the following measures: upgrade Roseville Parkway both east and west of I-80 to an expressway classification; upgrade the Route 65 Bypass to freeway status; provide capacity upgrades for screenlines D, M, and N; provide additional capacity for north-south travel between Douglas Boulevard and Cirby Way; widen Sierra College Boulevard to four lanes; and widen Eureka Road to six lanes. However, a degree of traffic impact will remain for which no feasible mitigation measures are available.

(4.) Air Quality

a. Contribution to Regional Air Quality Problems.  
See finding set forth in paragraph 3(C)(1) above.

b. Potential for Localized Carbon Monoxide Problems.  
Expected city buildout, with the Project, is expected to cause violations of carbon monoxide standards. The impact will be partially mitigated through the project proponent implementing planned and recommended transportation improvements and TSM measures and the TSM measures in the Zoning Ordinances. This impact is, however, unavoidable and cannot be reduced to a less-than-significant level because of transportation-related emissions associated with buildout.

(5.) Noise. See finding set forth in paragraph 3(D) above.

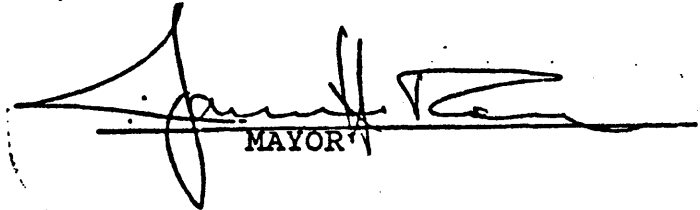
5. The Council determines that the Northeast Roseville Specific Plan would result in significant unavoidable adverse environmental impacts, including:

- o conversion of the Project area from a large open space area to an urbanized area;
- o contribution to regional air quality problems;
- o contribution to increased difficulty in attaining air quality standards in the Regional Air Quality Plan;
- o Elimination of approximately 130 vernal pools and associated habitat for rare plant species;
- o growth-inducement impacts; and
- o increase in traffic congestion.

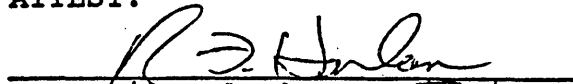
The Council further determines that there are no feasible mitigation measures available that would reduce such impacts to less-than-significant levels.

PASSED AND ADOPTED by the Council of the City of Roseville this 11th day of March, 1987, by the following vote on roll call:

AYES COUNCILMEMBERS: Phil Ozenick, Bill Santucci, John M. Byouk,  
Harry Crabb, Jr., Jim Ross  
NOES COUNCILMEMBERS: None  
ABSENT COUNCILMEMBERS: None

  
MAYOR

ATTEST:

  
City Clerk, Assistant

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## Chapter 1

### PURPOSE AND FORMAT OF THE FINAL ENVIRONMENTAL IMPACT REPORT

Under California Environmental Quality Act (CEQA) Guidelines, the City of Roseville is required, after completion of a Draft Environmental Impact Report (DEIR), to consult with and obtain comments from public agencies having jurisdiction by law with respect to the proposed project, and to provide the general public with opportunities to comment on the DEIR. The City is also required to respond to significant environmental points raised in the review and consultation process. The Final EIR (FEIR) has been prepared to respond to the public agency and general public comments received on the Northeast Roseville Specific Plan DEIR circulated for public review in October and November 1986.

This document has been prepared in the form of an attachment or addendum to the DEIR as allowed by Section 15146(b) of the CEQA Guidelines. This document and the DEIR, herein incorporated by reference, constitute the Final EIR. The following sections of this FEIR include:

- o Responses to significant environmental comments raised in the DEIR review process.
- o Copies of all written comments received on the DEIR through December 1, 1986.
- o An Errata presenting additional information prepared in response to comments.

Responses to comments on the DEIR have been separated by chapter corresponding to the DEIR. Some comments have been paraphrased, and similar responses are occasionally cross-referenced to other responses to avoid duplication. In Appendix A, each comment is numbered to correspond with the numbering system in Chapter 3.



## Chapter 2

### RESPONSES TO COMMENTS

#### Chapter 1: Introduction

##### 1-1

Comment (Office of Planning and Research): Letter transmits comments forwarded on the DEIR.

Response: Comment noted.

#### Chapter 2: Project Description

##### 2-1

Comment (Roseville City Attorney): Comments are generally the same as in our September 18, 1986 memo regarding the ADEIR. In particular:

- o all facilities to be dedicated without cost,
- o pay attention to shortage of park (open space does not count) and low cost housing, and
- o they need draft findings.

Response: Comments noted.

##### 2-2

Comment (Roseville Park and Recreation): Page 2-15. Assuming the community park acreage of 15.7 and 83.6 for open space were only what developer recommended. It is not what City staff recommends. City Park and Recreation Department recommends 43 acres - allowing for 12 neighborhood, 7.0 community park, and 24 for Citywide park.

Response: Comment noted. This is discussed in detail on pages 6-20 through 6-24 of the Draft EIR.

2-3

Comment (Roseville Park and Recreation): Page 2-16. Open space/undeveloped land: Park and Recreation staff concur with this recommendation.

Response: Comment noted.

2-4

Comment (Roseville Park and Recreation): Page 2-17. Parks: park size and acreage should be changed to 43 acres.

Response: Comment noted. Chapter 2, Project Description describes the project as proposed by the developer.

2-5

Comment (Roseville Park and Recreation): Figure 2-8. The map is very small. I like the pedestrian/bikeway route throughout the project. Should have "on-street" bike lane system on a map.

Response: Comment noted. An on-street bike lane system is proposed in the Specific Plan.

2-6

Comment (Roseville Park and Recreation): Figure 2-10. Will a maintenance district be formed to finance the landscape easement and landscaped median? Landscape plans/design should be checked by City if maintained by City.

Response: Yes. Comment noted.

2-7

Comment (Roseville Park and Recreation): Figure 2-11. Park acreage and location have changed since the land use plan.

Response: Comment noted. Please see pages 6-20 through 6-24 of the Draft EIR.

2-8

Comment (Roseville Park and Recreation): Page 2-19. The 15.7-acre park will change to 43 acres.

Response: Comment noted. See comments 2-2, 2-4, and 2-7.

## Chapter 3: Summary of Findings

### 3-1

Comment (Roseville Park and Recreation): Page 3-7. Parks impact - mitigation = acknowledged.

Response: Comment is agreeing with the text of the Draft EIR.

### 3-2

Comment (Roseville Park and Recreation): Page 3-8. Where are bike lanes?

Response: On-street bikeways, pursuant to City standards, would be incorporated along all thoroughfares.

### 3-3

Comment (Roseville Park and Recreation): Page 3-12. Botanical, geology, and soils = acknowledged.

Response: Comment is agreeing with the text of the Draft EIR.

## Chapter 4 - Land Use

### 4-1

Comment (Roseville Park and Recreation): Pages 4-18, 4-19, 4-20, 4-22, 4-23, 4-26, 4-27, 4-28, and 4-29. Concur with policies.

Response: Comment is agreeing with the policies stated in the Draft EIR.

## Chapter 5: Population, Housing, and Employment

No comments were received on this chapter.

## Chapter 6: Public Services and Facilities

### 6-1

Comment (Roseville Telephone Company): The entire project lies within the serving area of Roseville Telephone Company. Service will be provided in accordance with our filed tariffs.

Response: Comment noted.

6-2

Comment (Roseville Telephone Company): Adequate facilities for service are now available, or will be provided as the project develops.

Response: Comment noted.

6-3

Comment (Roseville Telephone Company): Easements will be requested as the phases are developed. An exclusive easement will be required for a remote switching unit, the location of which is yet to be determined.

Response: Comment noted. The issue of easements will be addressed in the Specific Plan.

6-4

Comment (Roseville Telephone Company): An estimate as to the scheduled construction of each phase would be helpful to us for planning and budgeting purposes.

Response: Phasing of the project would be dependent upon market conditions. Generally the project would build out in 20 years. A detailed phasing plan will be included in the Specific Plan.

6-5

Comment (Eureka Union School District): The City of Roseville, the developer, and all other parties should be aware that Measure E (special tax on new housing units) is now in place and will continue through November 5, 1990. Please see the attached language and fees established by Measure E.

Response: Comment noted. The special tax would be levied upon all persons receiving building permits for any new residential units located within the Eureka Union School District boundaries. This tax could affect approximately 1,435 units. A copy of Measure E is included in Appendix A.

6-6

Comment (Eureka Union School District): On January 1, 1987, AB 2926 will become law. One of the provisions of this

law is that a school district may levy a fee of \$0.25 per square foot on business/professional, industrial, and commercial property. The Eureka District will most likely go through the hearing process to consider the collection of our portion of the \$0.25. If approved by the Eureka Board of Trustees, the Northeast Roseville Specific Plan (NERSP) would be part of this program.

Response: Comment noted.

6-7

Comment (Eureka Union School District): The developer's representative, Mr. Sam Miller, and I have discussed the possibility of a school site in the NERSP because of the number of students that will be generated. Current demographic information indicates that the Eureka Union School District will need three (3) school sites (K-3, 4-6, and 7-8) in the City of Roseville. This means that the Eureka District is willing to consider trading the K-3 site along Eureka Road for one in the NERSP area, provided a suitable school site can be found and the financial interest on the present site can be transferred. A site of approximately eight usable acres will be adequate. The school site should not be on a major road. This is the main reason we are considering the transfer of the Johnson Ranch site. Eureka Road was upgraded during the planning process of Southeast Roseville Specific Plan, making the K-3 site less desirable because of potential noise and traffic problems.

Response: Comment noted. It appears that the Eureka District would need only one K-3 site to serve both the Northeast Plan area and the Southeast Plan area. Since they have financial interest in one site and are discussing the possibility of transferring the site to the Plan area, no additional impacts are identified by the comment.

6-8

Comment (Eureka Union School District): The EIR discusses boundary adjustments (pages 6-33) and the project proponent recommends changes without a comprehensive analysis of the changes. Any boundary considerations will need to receive very careful study and analysis on the impacts to the respective school districts.

Response: Agreed. Any boundary changes would require careful study prior to implementation.

6-9

Comment (City of Roseville, Water/Sewer Division): WASTE-WATER LINES: All wastewater lines not shown in roadways shall be in roadways or other open spaces; they will not be permitted to traverse parking lots, residential neighborhoods or any other type of built-up area. See Section 12.04 of Improvement Standards of the City of Roseville.

Response: Comment noted. The project would be engineered to comply with Roseville standards.

6-10

Comment (Roseville City School District): The DEIR is correct in saying that the school facility financing issues are in a state of flux at this time. The Roseville City Elementary School District is pursuing implementation of an SB 201 Impact Fee program with the City of Roseville. However, any fee requested against new residential construction will have to be within the district's share of the \$1.50 per square foot cap approved by the state Legislature. No other mitigation fee program can be implemented through the CEQA process. In addition to the \$1.50 per square foot for new residential construction, the state allows the school district to implement a \$0.25 per square foot fee for commercial/industrial/professional office/new construction. The school district expects to implement this fee soon after the first of the year.

Response: Comment noted. The Plan area would need to comply with state legislation and the City of Roseville Schools Component of the General Plan.

6-11

Comment (Roseville City School District): It also should be pointed out that the Roseville City School District grew over 12 percent during the past year, which is substantially larger than indicated in the EIR (page 6-29). The total enrollment of the district is 3,733 students.

Response: Comment noted. The information presented in the Draft EIR was gathered in early 1986. An enrollment increase from 3,339 (page 6-27) up to 3,733 is substantial. This increase does not change the mitigation measures suggested in the EIR.

6-12

Comment (Roseville City School District): The discussion of boundary adjustments on page 6-33 does not represent the

wishes of the Roseville City Elementary School District's Board of Education. The Board does not wish to acquire any large areas of the Eureka School District in this area.

Response: Comment noted. See also comment 6-8.

6-13

Comment (Roseville City School District): The district will consider boundary changes only when they are minor and will create better attendance boundaries for existing schools and reduce land use conflict such as developing neighborhoods with school boundaries.

Response: Comment noted. See also comments 6-8 and 6-12.

6-14

Comment (Roseville Joint Union High School District): The DEIR is correct in saying that the school facility financing issues are in a state of flux at this time. The Roseville Joint Union High School District is pursuing implementation of an SB 201 Impact Fee program with the City of Roseville. However, any fee requested against new residential construction will have to be within the district's share of the \$1.50 per square foot cap approved by the state Legislature. No other mitigation fee program can be implemented through the CEQA process. In addition to the \$1.50 per square foot for new residential construction, the state allows the school district to implement a \$0.25 per square foot fee for commercial/industrial/professional office/new construction. The school district expects to implement this fee soon after the first of the year.

Response: Comment noted. See also comment 6-10.

6-15

Comment (Roseville Joint Union High School District): The Roseville Joint Union High School District is currently pursuing a new high school site on the east side of Sierra College Boulevard. It is expected that the project area will be within the attendance boundary of this new school. It is anticipated that the site will be designated by the end of the year, acquired in early 1987, and a school started as early as 1989/90 and completed by 1993/94 as a full 1,500-student campus.

To finance this project, the district is investigating the formation of a Mello-Roos District of all major undeveloped land within the attendance area of this new school. The district requests that the EIR discuss this financing alternative and show it as a mitigation measure to help mitigate potential impactation problems.

Response: The Mello-Roos Community Facilities Act of 1982 is discussed on page 6-5 of the Draft EIR. The district may be used to provide facilities including elementary and secondary school sites and structures provided that the facilities meet the building area and cost standards established by the State Allocation Board. Mello-Roos provides that the voters of a particular area may, by a vote of at least two-thirds of the qualified voters voting, authorize a special tax for specific public purposes. Mello-Roos should be considered one option available to finance new schools.

6-16

Comment (Roseville Police Department): This project will require the hiring of additional police officers, and the cumulative effect of other proposed projects within this area will produce impacts which necessitate the hiring of even more police officers.

The amount of personnel that will need to be hired for this project alone will be:

- 1 Administrator (Captain/Lieutenant)
- 1 Police Sergeant
- 1 Investigator
- 10 Patrol Officers
- 1 Police Technician
- 1 Special Services Clerk/Jailer
- 1 Police Service Aide
- ½ Animal Control Officer

In addition, we will need two additional patrol cars; one motorcycle; one investigator's car; additional equipment to outfit the above personnel; additional facilities to handle the personnel; an addition to the Police Department building or a new building; and additional parking areas.

Response: Comment noted. Personnel and equipment would need to be phased somewhat to project buildout, which is anticipated to occur over the next 20 years. Police personnel are generally budgeted through the City General Fund.

6-17

Comment (Roseville Police Department): We can see that the policing of the greenbelt will be a separate program due to the severe landscape and the contour of the land. The Police Department will need further information on this area. For example, will there be a bike path, etc?

Response: Further information on this area would be developed after the project is approved. Design of the greenbelt

would need to balance the demands of the biological concerns, floodway protection concerns, park and recreation concerns, and security concerns. Final design of the greenbelt area would be reviewed by the Police Department prior to approval.

6-18

Comment (Roseville Police Department): A project of this magnitude will also impact our court system and will need mitigating measures to solve the problems of the already overburdened courts.

Response: According to the City Crime Prevention Officer (Hayes pers. comm.), the Roseville Municipal Court is overburdened. As of January 1, 1987, all traffic violations will appear at the Loomis Court which will require more time and money for the police officers to appear in court.

The court system is the constitutional responsibility of the state and Placer County. In that regard the decision to expand the county court system lies with the Placer County Board of Supervisors. The Plan area would contribute \$0.30 of every dollar in property tax revenue to the City of Roseville for application to all county services, including the proportionate share to the court system.

6-19

Comment (County of Sacramento Department of Public Works Water Quality Division): The area included in the referenced plan will not receive sanitary sewer service from either County Sanitation District No. 1 or the Sacramento Regional County Sanitation District. We therefore have no comments on the Draft EIR.

Response: Comment noted.

6-20

Comment (Pacific Gas and Electric Company): As stated in your Draft Study, growth contemplated in the Northwest and Northcentral Roseville areas will require a major expansion of electric and natural gas distribution facilities and electric resources. It appears that electric demands on the City of Roseville system will more than double. Since inexpensive federal (WAPA) power is now fully allocated, the City will seek new and expensive power sources on its own or through NCPA.

It is evident that the cost of any power derived from new sources will be much higher than power from the City existing sources. How much will area growth raise the electric rates?

What class and group of customers would bear the increases? What are the alternatives? We feel that a complete report should address these issues.

Response: The following information has been provided by Kenneth Weisel, Electric Utility Director, City of Roseville, in response to the comment.

The growth expected consistent with the land use, and development proposed in the Northcentral Roseville Specific Plan is approximately 40 MW. Based on the Northwest Roseville Specific Plan, growth of about 30 MW may be expected. For Northeast Roseville, about 50 MW of growth is indicated.

Although most new sources of electric capacity may be expected to be more expensive than Roseville's allocation of federal power, with careful planning the differences need not be substantial. Long-range power supply cost projections will be carefully developed over the next year.

I infer from Mr. Chesny's comments an assertion that Roseville is already receiving its full federal allocation. Such an assertion would be incorrect. Although Roseville may soon be using its full share of federal allocation in the summer months, growth will permit fuller utilization of our allocation in the nonsummer months and will increase the City's entitlement to low cost energy from federal hydroelectric projects. Aside from better utilization of the resources available to the City from our contract with the federal government, the City has participated in the construction of several electric generating facilities and secured contracts for additional power resources to meet the growth in electric demand anticipated for the City of Roseville. Also, the City has made a significant commitment to load management and conservation programs for both new and existing customers to encourage efficient use of electricity, to reduce the need for additional resources, and to help lower the cost of electricity for all Roseville residents.

Present policy is that costs of increased generation (power supply) are shared in rates by all rate payers, while costs to

install added distribution facilities are paid for by specific users prior to development. One could consider alternatives, such as additional predevelopment payments to mitigate increased generation costs; however, no such alternatives are under active consideration.

6-21

Comment (Roseville Park and Recreation): Page 6-3. Need to check out the water usage for Roseville parks. The amount of formal turf development, etc., will have an effect on the amount of water used.

Response: Comment noted. The size, location, and amount of turf would change water demand for the parks. Given the size of the Plan area, this water demand by the parks is considered less than significant. Once a design for the parks is considered, a more detailed analysis should be done.

6-22

Comment (Roseville Park and Recreation): Page 6-23. Fiscal Considerations: Landscape and Lighting Act of 1972 has merit in helping to provide money for maintenance. Should explore other means of income. Our Department of Park and Recreation has projected out only \$539,505 from residential park tax to be collected from the northeast service area.

Response: Comment noted. The Draft EIR recommends a cost-revenue analysis be prepared prior to adoption of the Specific Plan.

6-23

Comment (Roseville Park and Recreation): Pages 6-20 to 6-24. City staff have just recently completed the clearing, riprap, widening of 8.24 miles of public and privately own creek area in the City. This action was the result of the 2-18-86 flood. A continued program is anticipated next year. Other material has merit and is acknowledged.

Response: Comment noted.

## Chapter 7: Transportation

### 7-1

Comment (Caltrans District 3): Projections of available capacity on Interstate 80 may be optimistic. Congestion is occurring on Interstate 80 in Sacramento County west of the study area. The capacity provided by an additional lane in each direction would be filled by the year 2000 at current growth rates in the Sacramento Metropolitan Area. The increased demand on Interstate 80 capacity by out-of-state travelers and truckers may be higher than indicated in the document and will create the need for parallel facilities to serve local travel.

Response: Comment noted. The proposed Route 102 bypass, as described in the Caltrans District 3 System Management Plan, should be considered to alleviate the projected congestion on Interstate 80. This facility is proposed to run from Route 5 near the Sacramento Airport, passing near Lincoln and connecting with Interstate 80 northeast of Auburn. The Route 102 bypass would provide a separation of through traffic (out-of-state travelers and truckers) from local congestion within the Sacramento metropolitan region.

### 7-2

Comment (Caltrans District 3): We wish to emphasize the importance of strong TSM measures and alternative transportation modes. The Circulation Element Objectives, item 2 on page 2-9, "provide for alternatives to the automobile---." However, Phases I-V of the Land Use and Infrastructure Plan do not include facilities to promote alternatives. We recommend a more aggressive transit and TSM program, as discussed in Appendix 7-1.

Response: The observation is incorrect. The Roseville TSM Ordinance, found in Appendix 7-1, is applicable to all development in the City of Roseville. The Specific Plan also includes both on- and off-site circulation systems as extensions of City-wide pedestrian and bicycle systems. In addition, the Specific Plan would provide bus turnouts and shelters, per City standards, and provide Park'N Ride facilities at Taylor Road and Atlantic Streets.

### 7-3

Comment (Caltrans District 3): On page 7-3, paragraph 1 indicates that the Roseville Bypass project will widen Interstate 80 to eight lanes between Douglas Boulevard and the new Highway 65 Interchange. This should be revised to state that the eight lanes will extend from about 1,500 feet east of Douglas Boulevard to the new interchange.

Response: Comment noted. Page 7-3, paragraph 1 should be revised to read "...and widening of I-80 to eight lanes from 1,500 feet east of Douglas Boulevard to the new Route 65 Bypass interchange." This modification does not affect the conclusions in the EIR.

7-4

Comment (Public Utilities Commission): The staff has reviewed this matter and we find that the various impacts will not affect the railroad operations and grade crossing safety. We appreciate the opportunity to review this matter.

Response: Comment noted.

7-5

Comment (Town of Loomis): The town will have no formal comment on the proposed plan at this time. The town's main area of concern with the proposed plan is its impact on traffic in the Loomis Basin.

Response: Comment noted.

7-6

Comment (Roseville Police Department): The substantial traffic increase in the Northeast Roseville Specific Plan will have a dramatic impact on police services (i.e., increased accidents/services).

Response: Comment noted. See also comment 6-16.

7-7

Comment (SACOG): The last paragraph of page 7-3 states that none of the proposed beltway alternatives would traverse the portion of the plan area proposed for development. While the beltway alternatives being studied are only in a preliminary conceptual stage, the alignment proposed for Beltway Alternative 1-1 could possibly impact portions of plan parcels 1 and 21, which are identified as residential land uses.

Response: Comment noted. The beltway study does not have formal status. It was done on a contract basis for the Roseville Chamber of Commerce. The rights-of-way used for the study were 1,000 feet wide or a little over three times the width of a freeway facility. The study does not recommend any alignment. Therefore, it is possible that neither parcel 1 nor 21 would be lost to right-of-way.

7-8

Comment (SACOG): In order to avoid understating regional screenline traffic conditions, perhaps peak hour volumes should be evaluated, as was done for local streets.

Response: The daily screenline capacities used are extrapolated from peak hour capacities. Therefore, the volume/capacity and level of service associated with daily screenline volumes are indicative of peak hour conditions.

7-9

Comment (SACOG): The capacity analyses for screenlines compare total traffic demand for each screenline with total capacity for the screenline. To the extent that demand is not spread evenly over the various roads within a screenline, traffic problems will tend to be understated.

Response: Comment noted. To account for this possibility, conservative estimates of screenline capacities were used. Maximum capacities of screenlines, for example, were estimated as 10 percent less than that for individual intersections.

7-10

Comment (SACOG): The discussion of improvements proposed to meet future year traffic demand should include an analysis of how the improvements will be funded.

Response: The City is preparing a capital facilities financing plan which would provide a funding mechanism for the improvements. The Specific Plan also includes a description of how facilities would be funded. Generally, those facilities which are solely for the benefit of individual properties (such as curbs, gutters, and sidewalks) would be paid for by those properties. Facilities of wider benefit would be paid for from the City-wide traffic impact fee. Federal and state facilities (such as mainline freeway capacity) would be financed from federal and state gas taxes.

7-11

Comment (Placer County Department of Public Works): Placer County is circulating a Request for Proposal for a Traffic Study for the South Placer area. This study will include the transportation plans for the Cities of Roseville and Rocklin, along with portions of Sacramento County near the Sacramento/Placer County line. The Northeast Specific Plan area that this EIR addresses will be included in the traffic study. The ultimate goal of the traffic study is to coordinate the transportation

systems of the various jurisdictions and to provide a compatible funding mechanism(s) for the construction of these facilities as they are needed.

Response: Comment noted.

7-12

Comment (Placer County Department of Public Works): Placer County has initiated two programs for funding needed improvements within the area that is affected by this Plan. The first program, the Highway 65 Bypass Interchange Improvement Program, affects the unincorporated area of Placer County north of Roseville. This program requires the payment of specific fees based on traffic generated by each project, prior to the issuance of a building permit. These fees are earmarked for the upgrading of four interchanges along the Highway 65 Bypass from at-grade intersections to full grade-separated interchanges when traffic conditions warrant it. Interchanges affected by the program include Harding Boulevard, Carlsberg, Blue Oaks Boulevard, and Sunset Boulevard. The financing of these interchanges at a future date should be reviewed. This Specific Plan area, as well as other areas of the City of Roseville, receives a direct benefit from these interchanges. A financial mechanism, which includes zones of benefit, pro rata costs, etc., needs to be addressed.

Response: Comment noted. The South Placer traffic study should establish the financial responsibilities of the different areas. The City would then implement these costs through their capital facilities financing plan or whatever mechanism is ultimately agreed upon by the jurisdictions involved.

7-13

Comment (Placer County Department of Public Works): The second program is the Loomis Basin Major Arterial Capital Improvement Program. This program affects the unincorporated area of the County generally bounded by Horseshoe Bar Road to the north, Folsom Lake to the east, the County line to the south, and the County/City lines to the west. This program also requires the payment of fees based on traffic generated by new development. The fees are for financing the improvements to the major arterials as shown on the enclosed list.

Response: Comment noted.

7-14

Comment (Placer County Department of Public Works): Trip Generation/Levels of Service. In reviewing the trip generation

rates and resulting Levels of Service (LOS) for the project, it appeared that increases in traffic from areas outside the study area were not considered. If the outside traffic was considered, then the Draft EIR should be more specific as to what assumptions were made for estimating the increases in traffic other than that generated by the Plan. The LOS should be calculated using the total traffic from this and other Plan areas (i.e., Loomis Basin General Plan, etc.) that affect these road systems.

Response: Growth projections for the South Placer area are discussed on pages 17-1 to 17-32 of the Draft EIR. Land use forecasts were based upon growth projections prepared for the City of Roseville in May 1986, and current information from the City of Rocklin and Placer County. Data from Rocklin included the Stanford Ranch EIR. Development assumptions for Placer County included Treelake Village and other cumulative development.

#### 7-15

Comment (Placer County Department of Public Works): Access and Circulation. The proposed access and circulation system should be reviewed with respect to the County's road plans. The East Roseville Parkway is proposed to end at Sierra College Boulevard. The County is planning a road alignment from this intersection easterly to Barton Road. This road would be a high-standard collector road with a somewhat meandering alignment. Eureka Road to the north is proposed to be a high-standard, four-lane arterial facility from Sierra College Boulevard to Auburn-Folsom Road. The EIR should address the alternative of switching Eureka Road and the proposed East Roseville Parkway terminus at Sierra College Boulevard due to the fact that the East Roseville Parkway, as proposed, would not directly connect to Auburn-Folsom Road and will thus have a limited capacity for through traffic.

Response: Comment noted. The City and County should address the issue in the South Placer Traffic Study. The City's policy is that East Roseville Parkway be the primary facility in the area. It appears that the County would rather have Eureka be the primary facility. Recent design decisions and construction in the Southeast Roseville Plan area might make it difficult to switch the roads. The assumptions used in the study are consistent with City policy.

#### 7-16

Comment (County of Sacramento Department of Public Works): At this time, the Highways and Bridges Division has no comments, but may have comments regarding the Final EIR.

Response: Comment noted.

7-17

Comment (Roseville Park and Recreation): Pages 7-1 to 7-24. No bike lane or bike trail system noted.

Response: Comment noted. See comment 3-2.

## Chapter 8: Air Quality

8-1

Comment (Air Resources Board): The DEIR includes a description of potential transportation and air pollution mitigation measures. We recommend that the Final Environmental Impact Report (FEIR) also contain a detailed Transportation Systems Management plan which could be implemented by the project proponents. We suggest the transportation control measures in appendix (7-1) of the DEIR and recommendations in the DEIR made by Caltrans be evaluated in the preparation of this TSM plan.

Response: The existing Roseville TSM Ordinance, included in Appendix 7-1 of the DEIR, requires that "With every application for a conditional use permit, zoning change, tentative subdivision map, or building permit by a new project controller, or existing major project controller having over 200 employees at one common work location, the applicant shall submit, along with any other required information, a Transportation Plan for the project." In addition to requiring that a TSM plan be prepared and defining when the plan should be prepared, the TSM Ordinance describes in detail the required contents of the TSM plan and the types of measures that should be considered. In light of the existence of the TSM Ordinance and the current lack of certain pertinent information regarding eventual use of the proposed project (specific employers, etc.), the EIR preparers consider the inclusion of a detailed TSM plan in the FEIR to be redundant and premature.

8-2

Comment (Air Resources Board): We recommend that the FEIR also include an implementation schedule which identifies responsibilities of agencies at various phases of project buildout; financial commitments by the developer; requirements for future residents, tenants and employers; and a process for monitoring implementation through annual reports to the City of Roseville.

Response: The existing Roseville TSM Ordinance already defines or requires definition of deadlines for implementation, responsibilities and commitments by the affected parties, and process for monitoring implementation. For reasons described in

the response to comment 8-1, the EIR preparers consider the inclusion of an implementation schedule in the FEIR to be redundant and premature.

### Chapter 9: Noise

No comments were received on this chapter.

### Chapter 10: Hydrology and Drainage

#### 10-1

Comment (Placer County Department of Public Works): HYDROLOGY AND WATER QUALITY. Placer County, along with the cities of Roseville, Rocklin, Lincoln, Loomis, Auburn, and Colfax, is in the process of setting up a County-wide flood control district. The EIR should address this.

Response: Comment noted.

#### 10-2

Comment (County of Sacramento Department of Public Works Water Resources Division): Layout and design of the onsite drainage system must meet standards of the appropriate jurisdiction and conform to other requirements noted in the Final EIR.

Response: Comment noted. The system would be designed to meet City of Roseville standards.

#### 10-3

Comment (County of Sacramento Department of Public Works Water Resources Division): This office concurs with the mitigating measures listed on page 10-6 and 10-7 of the Draft EIR but has some reservation on the proposed use of retention ponds to reduce peak runoff and thus reduce impacts on downstream reaches. Experience has shown that without detailed study and coordination these retention ponds may not function as designed and could possibly do more harm than good, especially in critical situations.

To date there are at least three other projects proposed for the northern areas of the City of Roseville. Most of the increased runoffs will eventually enter Dry Creek channel, thus putting more strain on the already overloaded drainage downstream. It is likely that the same mitigating measure to minimize surface runoffs by using retention ponds will be proposed.

If this is the case, all ponds must be carefully studied and their operations properly coordinated.

Response: Comment noted. The specific design of the retention ponds would be discussed as part of the comprehensive drainage study recommended on page 10-6 of the Draft EIR.

10-4

Comment (County of Sacramento Department of Public Works Water Resources Division): The Corps of Engineers is investigating and doing a study on the flooding problem within the Dry Creek watershed. We expect that the Final EIR will conform to the Corps' findings and recommendations as to how the flooding in the Dry Creek watershed could be handled.

Response: Comment noted. Design of the drainage system would be consistent with the Corps recommendations.

10-5

Comment (County of Sacramento Department of Public Works Water Resources Division): It is our understanding that communities along, and especially downstream of Dry Creek in Sacramento County, are considering forming a flood control district. Contact and coordination with these communities are strongly suggested to find a workable solution for a basin-wide problem.

Response: Comment noted.

Chapter 11: Water Quality and Fisheries

11-1

Comment (Department of Fish and Game): The Draft EIR concludes that a small, but significant, run of chinook salmon and steelhead trout occur in both Secret Ravine and Miner's Ravine creeks.

Response: No. The Draft EIR states that chinook salmon fry were not observed during sampling of Miner's Ravine Creek in 1986. California Department of Fish and Game (CDFG) surveys in 1963 and 1964 indicated that 300-800 chinook salmon successfully spawned in Secret Ravine Creek. Please see page 11-3 of the Draft EIR.

11-2

Comment (Department of Fish and Game): The project, through the significant development of impervious surfaces and the removal of riparian habitat for road crossings, sewer and trail systems can cause significant increases in water turbidity and temperature. Anadromous and resident fisheries can be seriously affected by these impacts upon water quality.

Response: Comment noted. Mitigation measures which cover these concerns have been included in the Draft EIR.

11-3

Comment (Department of Fish and Game): We believe the following measure should be incorporated in the EIR. Development of detention ponds in areas of known anadromous fish activity shall be constructed in a manner to allow for safe fish passage. Maintenance of ponds should be restricted to allow for revegetation with native plants. A stream alteration agreement shall be obtained from DFG pursuant to Section 1603 of the Fish and Game Code after adoption of protective measures and development of a watercourse protection plan.

Response: Comment noted. It was not intended that detention ponds be constructed in the creeks. In the event detention ponds would be constructed in the creeks, design would be coordinated with the California Department of Fish and Game.

11-4

Comment (Department of Fish and Game): We believe the following measure should be incorporated into the EIR. Detention ponds should be protected by the addition of a 100-foot nondevelopment setback buffer and the areas designated Open Space.

Response: Comment noted. This mitigation measure should be applied if the detention ponds are constructed adjacent to the creeks.

Chapter 12: Topography, Geology, and Soils

No comments were received on this chapter.

## Chapter 13: Botanical and Wildlife Resources

### 13-1

Comment (Department of Fish and Game): The project has the potential to seriously degrade or destroy plant and animal communities of significant value. The project will directly destroy those vernal pools in the southern portion of Miner's Ravine. The northern portion contains high quality vernal pools and will be protected in the short term through the urban reserve zoning. This plan, however, provides no mechanism to assure protection of any of the known vernal pools within the plan area. This is contradictory to the Goals and Objectives of the Roseville General Plan.

Response: The Draft EIR recommends several mitigation measures to preserve and protect vernal pools. See pages 13-17 and 13-18 of the Draft EIR.

### 13-2

Comment (Department of Fish and Game): The project will remove or degrade significant acreages of valuable riparian habitat. Less than 84 acres of the 310 acres of riparian habitat will be protected through open space zoning. Removal will occur due to urban or commercial development. Indirect loss to habitat quality will occur as the result of increased levels of human disturbance. Although the project specifies that developments will not occur within the 100-year floodplain, there appears to be a disparity between onsite riparian acreage and acreage protected through open space zoning. A fire road crossing, a sewer system, and the development of a trail system through the riparian zone will additionally degrade and remove riparian habitat.

Response: As stated on Figure 13-1: The riparian woodland was not mapped separately, but falls within the polygons encompassing oak woodlands. Unfortunately, the Draft EIR erroneously states there are 310 acres of riparian woodland. Review of the field notes indicates the correct number is 51 acres. We apologize for our mistake. All riparian vegetation is included in the open space zone. The roads, trails, bridges and sewers would remove riparian habitat. This could be mitigated by careful design and siting of these features. See mitigation on pages 13-20 to 13-21 of the Draft EIR.

### 13-3

Comment (Department of Fish and Game): The Department of Fish and Game concurs with and supports the mitigation measures identified in this Draft EIR on pages 10-6 and 10-7, pages 11-12

through 11-17, and pages 13-17 through 13-21. These measures should be included in the Final EIR. We believe that additional measures should be incorporated in the EIR to comply with the City of Roseville's General Plan and to mitigate potentially significant adverse impacts to the environment. These additional mitigations include the following:

The vernal pool habitat located within the urban reserve area should be clearly delineated, and dedicated as open space. This reduces the potential cumulative impacts to vernal pool habitat in the Specific Plan Area and adheres to Goals and Objectives of the Roseville General Plan.

Response: Comment noted. See page 13-18 of the Draft EIR.

#### 13-4

Comment (Department of Fish and Game): We believe the following measure should be incorporated into the EIR. Feasible measures that will be incorporated to protect vernal pool habitats south of Miner's Ravine include incorporating existing vernal pools into proposed landscaping, fencing, and protected areas, as the Draft EIR recommends, protecting vernal pool along rights-of-way.

Response: Comment noted. See page 13-18 of the Draft EIR.

#### 13-5

Comment (Department of Fish and Game): We believe the following measure should be incorporated into the EIR. To reduce impacts to riparian habitat and to aid in mitigation of project impacts, all perennial streams should be protected from disturbance by the addition of a 100-foot nondevelopment setback buffer and a 50-foot nondevelopment setback buffer along all intermittent watercourses above the 100-year floodplain. Areas within these setbacks should be designated Open Space and delineated on project development maps.

Response: Comment noted. See also comment 13-2. The two perennial streams, Miner's Ravine Creek and Secret Ravine Creek, should have protection due to open space zoning. The mitigation measure found on pages 13-20 to 13-21 should be expanded to include a 100-foot nondevelopment setback buffer. The intermittent watercourse, found in the northeast portion of the Plan area, is not proposed for development. Implementation of these measures would require coordination during design of the open space parkway.

13-6

Comment (Roseville Park and Recreation): Pages 13-18 to 13-20. Concur with dedication of vernal pool complex. Concur with tree preservation management plan.

Response: Comment is agreeing with the text of the Draft EIR.

#### Chapter 14: Hazardous Materials

No comments were received on this chapter.

#### Chapter 15: Visual Quality

15-1

Comment (Roseville Park and Recreation): Pages 15-6 to 15-10. Acknowledge scenic highways element and factors and landscape guidelines.

Response: Comment noted.

#### Chapter 16: Cultural Resources

16-1

Comment (Roseville Park and Recreation): Appendix 16-1 pages 44-45. City would like any artifacts donated to Maidu Regional Park Indian Area if and when any Indian artifacts need to be relocated.

Response: Comment noted.

#### Chapter 17: Cumulative Impacts

17-1

Comment (SACOG): SACOG staff agree with the statement on page 17-39 that air quality impacts of the project will not be mitigated by the planned and recommended highway improvements. The air quality impacts will be significant. We also agree (page 17-35) that it is not possible to make a technical determination of consistency with the Air Quality Plan since the plan covers only the period through 1987. The intent of the Air Quality Plan, however, was to make progress toward achieving air quality standards. The EPA's Reasonable Extra Efforts Program

requires that intent to extend beyond 1987. The City of Roseville should require developers within the project area to develop specific air quality mitigation measures to significantly offset emissions resulting from each proposed development.

Response: The City of Roseville already has a ridesharing ordinance which requires the development of specific mitigation measures to offset project-related emissions. See Appendix 7-1, pages 13-18. The existence of the ridesharing ordinance was assumed in preparing the air quality analysis in the Draft EIR and is reflected in the estimated transportation system management effectiveness data shown on Table 17-1b on page 50 in Appendix 17-1 in the Draft EIR.

## Chapter 3

### RESPONSES TO PUBLIC HEARING COMMENTS

#### Public Hearing on January 15, 1987

The Roseville Planning Commission/Project Review Commission held a joint public hearing on the Draft EIR on January 15, 1987. Discussion focused on Chapters 1, 2, 3, 4, 5, 6, and 13. Commission members asked several questions about the project and one citizen asked a question. These questions are summarized and answered in this section.

1. Comment (Commission Member): The project description states that the maximum building height on the R&D site would be five stories. What would the view be from other areas? How would that compare with Sunrise Bank which is at I-80 and Lead Hill Road. Sunrise Bank is approximately 50 feet set back from I-80 and it is three and one-half stories high.

Response: The following figure provides cross-sections of the R&D site from three perspectives. Section A-A is a view from Rocky Ridge Road looking northwest into the site. The two-story building would be set back approximately 180 feet from the road while the five-story building would be almost 640 feet from the road.

Section B-B is a view from Sunrise Boulevard looking southeast into the site. Buildings would be set back almost 390 feet from the road.

Section C-C is a view from Eureka Road looking northeast into the site. Buildings would be set back approximately 660 feet from the road.

Compared to Sunrise Bank, the buildings on the R&D site would be substantially less obtrusive due to the extended setbacks needed for landscape easements and parking areas.

2. Comment (Commission Member): What are the anticipated income levels of the employees? How does this compare with housing costs?

Response: Worker and household income levels would depend upon a number of factors, including:

- o how fast the Plan area develops;
- o the type and number of jobs available and filled by local residents versus transfers from other areas; and

o the number of wage earners per household.

The estimated median wages by land use in the Plan area range from \$18,849 to \$31,000 as shown in Table 3-1.

Average rental costs for apartments in Roseville are shown in Table 3-2. Assuming housing cost is 30 percent of gross household income (similar to federal standards), then gross wages to afford the existing rent levels range from \$16,542.80 per year for a one-bedroom apartment up to \$23,350 per year for a three-bedroom apartment.

The lowest median annual wage identified in Table 3-1 is \$18,849 for commercial employees. Therefore, the median worker clearly can afford market rents. A minimum wage worker earning only \$10,000 per year, however, can only afford \$250 per month for rent. Minimum wage workers cannot afford market rent.

The affordable housing agreement would address provision of housing to those in the unaffordable range.

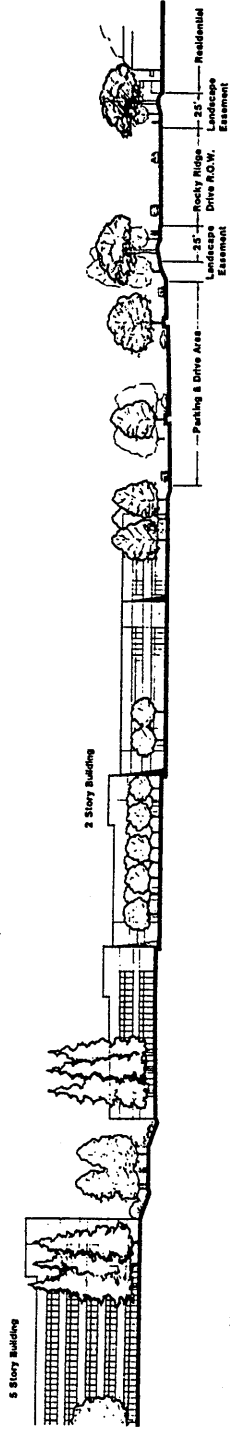
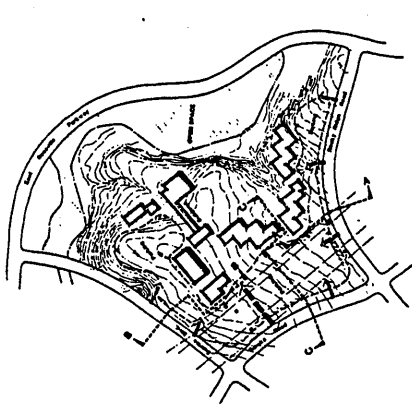
3. Comment (Bill Zisk): Development of the project would require the future construction of a 24-inch sewer line down Dry Creek. Who would be responsible for this project? How would it be put in?

Response: Construction of the sewer lines within the project area are the responsibility of the developer. Offsite sewer line construction is the responsibility of the City of Roseville. Preliminary engineering analysis indicates that substantial construction in the Plan area cannot occur without constructing the sewer line in Dry Creek to transport the wastewater to the wastewater treatment facility.

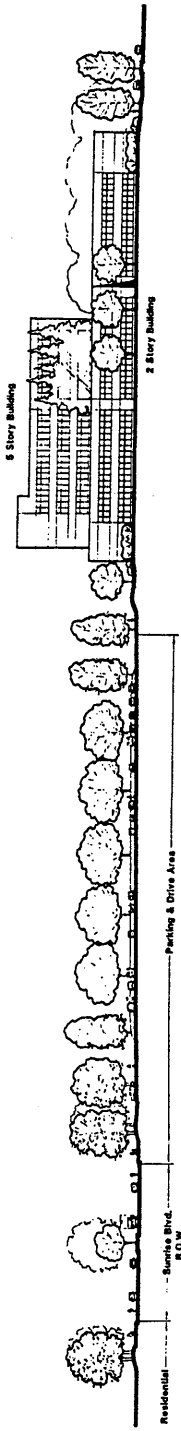
The City of Roseville Department of Public Works would probably be the lead agency for this project. The steps in the project would include (Jackson pers. comm.):

- o preliminary engineering study of the sewer line indicating the best, most practical and economical route for the sewer line;
- o approach the property owners to discuss obtaining easements;
- o environmental review of the sewer line by the city;
- o detailed engineering and surveying; and
- o construction.

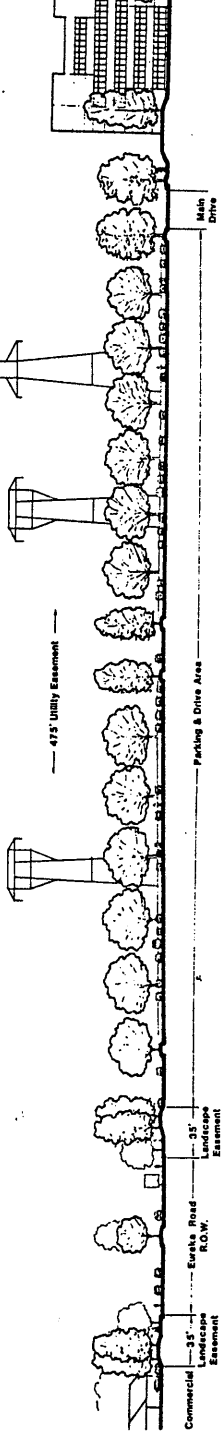
4. Comment (Dan Dameron): Please correct the error on page 6-22 which states that the population would be 4,770. The number of persons occupying the 1,800 housing units in the Plan



SECTION / ELEVATION A-A



SECTION / ELEVATION B-B



SECTION / ELEVATION C-C



**SECTION STUDIES  
NE/RSP - R&D PARCEL 15  
RIVER WEST DEVELOPMENT**



Table 3-1. Estimated Wages by Land Use

Employee Category	Employees	Median Annual Wage
Commercial	5,521	\$18,849 <sup>a</sup>
Business park and professional office	7,738	27,000 <sup>b</sup>
Research and development	4,767	31,000 <sup>c</sup>
TOTAL	18,026	

<sup>a</sup> Source: City of Roseville Planning Department, "1984 South Placer Employee Survey."

<sup>b</sup> Estimated to approximate the average annual salary for a full-time employee of the City of Roseville in 1986.

<sup>c</sup> Assuming 50 percent support staff and 50 percent professional staff of scientists and engineers, the median annual wage would approximate the entry level wage for an engineer or scientist. Sacramento State University's Career Planning Office estimates \$31,000 as the median entry level salary for bachelor level graduates in electrical engineering.

Table 3-2. Roseville Apartment Average Rental Costs

	One Bedroom	Two Bedroom	Three Bedroom
Average Monthly Rental <sup>a</sup>	\$ 413.57	\$ 490.78	\$ 583.75
Annual Gross Wages to Support Rent Levels <sup>b</sup>	\$16,542.80	\$19,631.20	\$23,350.00

<sup>a</sup> Source: Coldwell Banker

<sup>b</sup> Annual gross wages calculated from average monthly rental costs.

area is estimated to be 4,680 based upon 2.6 persons per household.

Response: The paragraph should be revised to read:

"Based on a population of 4,680 and park standards of 9 acres per 1,000 population, a total of 42 acres should be made available for park development."

Public Hearing on February 5, 1987

The Roseville Project Review Commission held a public hearing on February 5, 1987. Discussion focused on Chapters 7-12 and 14-17 of the Draft EIR. The following three questions were asked about the Draft EIR.

1. Comment (Commission Member): The traffic section in the Draft EIR does not discuss impacts to Screenline L. Please provide this information.

Response: The impacts on Screenline L are quite small and the screenline operates at a good level of service without mitigation. For further information please see the response letter from John Peers to Steve Dillon, dated February 12, 1987, and Tables 7-3, 7-5, 7-6, 17-7, 17-10, 17-12, and 17-14 which follow.

2. Comment (Commission Member): The Draft EIR should mention the South Placer Commute Options Program.

Response: The South Placer Commute Options Program was a study conducted a couple of years ago as a precursor to the transportation systems management (TSM) ordinances adopted by each of the cities in South Placer.

3. Comment (Bill Zisk): Assuming the proposed retention basins did not work, what effect would the increased runoff have downstream?

Response: The analysis in the Draft EIR (page 10-5) states that the estimated postproject flow represents a potential 30-68 percent increase in runoff for a 10-year storm event.

4. Comment (Bill Zisk): How would sewage from the Plan area get to the sewage treatment plant?

Response: Figure 6-2, Schematic Sewer Plan in the Draft EIR, shows the proposed layout for onsite sewer lines and offsite connections. Sewage would go offsite at Dry Creek, Rocky Ridge Drive, and Douglas Boulevard.



Fehr & Peers Associates, Inc.  
Transportation Consultants

3685 Mt Diablo Blvd  
Suite 200  
Lafayette, CA 94549  
415 284-3200

February 12, 1987

Mr. Steve Dillon  
Planning Director  
City of Roseville  
316 Vernon Street  
Roseville, CA 95678

Subject: Northeast Roseville Specific Plan EIR -  
Traffic Analysis

Dear Steve:

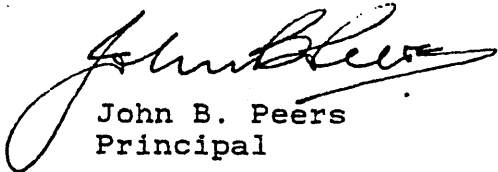
Following the request at the PRC meeting on February 5, for information on Screenline L, attached are summary tables from the Northeast Roseville Specific Plan EIR, which have been amended to include information on that Screenline.

As you can see, the impacts on Screenline L are quite small, and and the screenline operates at a good Level of Service without mitigation. This is because the 65 Bypass and Foothill extension divert future traffic growth around downtown rather than through downtown and across Screenline L.

Please let me know if you have any questions concerning this analysis.

Sincerely,

FEHR & PEERS ASSOCIATES



John B. Peers  
Principal

/ta

Table 7-3

## CURRENT SCREENLINE CAPACITY ANALYSIS

<u>Screenline</u>	<u>1985 Conditions Before Lead Hill OC</u>		<u>1986 Conditions After Lead Hill OC</u>		<u>1988 Conditions* With 65 Bypass and Lead Hill OC</u>	
	<u>Volume</u>	<u>V/C Ratio</u>	<u>Volume</u>	<u>V/C Ratio</u>	<u>Volume</u>	<u>V/C Ratio</u>
A	145,000	.53	145,000	.53	145,000	.53
B	75,000	.55	75,000	.55	87,000	.45
C	3,000	.19	3,000	.19	22,000	.22
D	11,000	.23	11,000	.23	11,000	.23
E	30,000	.91*	30,000	.91*	29,000	.91*
F	37,000	.77*	37,000	.58	38,000	.59
G	67,000	.84*	67,000	.60	67,000	.60
H	72,000	.90*	72,000	.64	66,000	.52
I, J, K	129,000	.52	129,000	.52	132,000	.53
L	14,000	.44	11,000	.34	9,000	.28
M	30,000	.54	30,000	.54	24,000	.43
N	15,000	.31	15,000	.31	8,000	.17
O	13,000	.27	13,000	.27	7,000	.15

---

Source: Fehr & Peers Associates

\*Indicates volume in excess of design capacity (but within max. capacity)

Table 7-5

COMPARISON OF EXISTING SCREENLINE VOLUMES  
WITH AND WITHOUT THE PROJECT

<u>Screenline<sup>1</sup></u>	<u>Existing Daily Traffic<sup>2</sup></u>	<u>Existing &amp; Project Daily Traffic<sup>3</sup></u>	<u>Increase</u>
A	145,000	189,000	30%
B	87,000	104,000	20%
C	22,000	24,000	9%
D	11,000	11,000	0%
E	29,000	65,000	124%
F	38,000	82,000	115%
G	67,000	121,000	81%
H	66,000	74,000	12%
I, J, K	132,000	178,000	35%
<b>L</b>	<b>9,000</b>	<b>12,000</b>	<b>33%</b>
M	24,000	26,000	8%
N	8,000	8,000	0%
O	7,000	7,000	0%

Source: Fehr & Peers Associates

---

<sup>1</sup>See Figure 7-5 for locations.

<sup>2</sup>Assumes 65 Bypass completed to provide common for basis comparison to with-project condition (I-80 interchange improvements associated with 65 Bypass project needed for access to Northeast Plan area).

<sup>3</sup>Full expected buildout of Northeast Plan.

Table 7-6

EXISTING SCREENLINE CAPACITY ANALYSIS  
WITH AND WITHOUT THE PROJECT

<u>Screenline</u> <sup>4</sup>	<u>Existing Traffic (With 65 Bypass)</u> <sup>1,2</sup>			<u>Existing &amp; Project Traffic</u> <sup>2,3</sup>		
	<u>Volume</u>	<u>Max. Cap.</u>	<u>V/C</u>	<u>Volume</u>	<u>Max. Cap.</u>	<u>V/C</u>
A	145	272	.53	189	272	.69
B	87	192	.45	104	192	.54
C	22	100	.22	24	100	.24
D	11	48	.23	11	48	.23
E	29	32	.91*	65	96	.68
F	38	64	.59	82	144	.57
G	67	112	.60	121	176	.69
H	66	128	.52	74	128	.58
I, J, K	132	248	.53	178	248	.72
L	9	32	.28	12	32	.38
M	24	56	.43	26	56	.46
N	8	48	.17	8	48	.17
O	7	48	.15	7	48	.15

Source: Fehr & Peers Associates

\*Indicates volume in excess of design capacity (but within maximum capacity).

<sup>1</sup>Assumes 65 Bypass completed to provide common basis for comparison to with-project condition (I-80 interchange improvements associated with 65 Bypass project needed to Northeast Plan area).

<sup>2</sup>All volumes and capacities represent thousands of vehicles per day.

<sup>3</sup>Full expected buildout of Northeast Plan.

<sup>4</sup>See Figure 7-5 for locations.

Table 17-7

YEAR 2005 SCREENLINE CAPACITY ANALYSIS  
WITH PLANNED ROADWAY WIDTHS

<u>Screenline</u>	<u>Daily Traffic Volume</u>	<u>Max. Capacity</u>	<u>V/C Ratio</u>
A	239,000	272,000	.88 <sup>1</sup>
B	176,000	288,000	.61
C	123,000	164,000	.75
D	83,000	80,000	1.04 <sup>2</sup>
E	101,000	144,000	.70
F	134,000	192,000	.70
G	170,000	224,000	.76 <sup>1</sup>
H	132,000	144,000	.91 <sup>1</sup>
I, J, K	245,000	296,000	.83 <sup>1</sup>
L	<b>13,000</b>	<b>32,000</b>	<b>.41</b>
M	82,000	124,000	.66
N	82,000	112,000	.73
O	77,000	160,000	.68

Source: Fehr & Peers Associates

<sup>1</sup> Volume exceeds design capacity but not maximum capacity.

<sup>2</sup> Volume exceeds maximum capacity.

Table 17-10

YEAR 2005 SCREENLINE CAPACITY ANALYSIS  
AT EXPECTED BUILDOUT WITH PLANNED ROADWAY WIDTHS

<u>Screenline</u>	<u>Daily Traffic Volume</u>	<u>Max. Capacity</u>	<u>V/C Ratio</u>
A	240,000	328,000	.73
B	205,000	320,000	.64
C	152,000	190,000	.80*
D	121,000	112,000	1.08**
E	126,000	144,000	.88*
F	167,000	192,000	.87*
G	203,000	232,000	.87*
H	154,000	176,000	.88*
I, J, K	257,000	336,000	.76*
L	<b>13,000</b>	<b>32,000</b>	<b>.41</b>
M	99,000	124,000	.80*
N	108,000	112,000	.96*
O	102,000	160,000	.64

Source: Fehr & Peers Associates.

\* Volume exceeds design capacity but not maximum capacity.

\*\* Volume exceeds maximum capacity.

Table 17-12

YEAR 2005 SCREENLINE CAPACITY ANALYSIS  
WITH MITIGATIONS

<u>Screenline</u>	<u>Daily Traffic Volume</u>	<u>Without Mitigations</u>		<u>With Mitigations</u>	
		<u>Max. Capacity</u>	<u>V/C Ratio</u>	<u>Max. Capacity</u>	<u>V/C Ratio</u>
A	239,000	272,000	.88*	328,000	.73
B	176,000	288,000	.61	272,000	.65
C	123,000	164,000	.75	206,000	.60
D	83,000	80,000	1.04**	112,000	.74
E	101,000	144,000	.70	144,000	.70
F	134,000	192,000	.70	192,000	.70
G	170,000	224,000	.76*	254,000	.67
H	132,000	144,000	.91*	176,000	.75
I, J, K	245,000	296,000	.83*	336,000	.73
<b>L</b>	<b>13,000</b>	<b>32,000</b>	<b>.41</b>	<b>32,000</b>	<b>.41</b>
M	82,000	124,000	.66	124,000	.66
N	82,000	112,000	.73	112,000	.73
O	77,000	160,000	.68	160,000	.48

Source: Fehr & Peers Associates.

\* Volume exceeds design capacity but not maximum capacity.

\*\* Volume exceeds maximum capacity.

Table 17-14

SCREENLINE CAPACITY ANALYSIS AT  
EXPECTED BUILDOUT WITH MITIGATIONS

<u>Screenline</u>	<u>Without Mitigations</u>			<u>With Mitigations</u>	
	<u>Daily Traffic Volume</u>	<u>Maximum Capacity</u>	<u>V/C Ratio</u>	<u>Maximum Capacity</u>	<u>V/C Ratio</u>
A	240,000	328,000	.73	328,000	.73
B	205,000	320,000	.64	320,000	.64
C	152,000	190,000	.80 <sup>1</sup>	236,000	.65
D	121,000	112,000	1.08 <sup>2</sup>	176,000	.68
E	126,000	144,000	.88 <sup>1</sup>	190,000	.67
F	167,000	192,000	.87 <sup>1</sup>	238,000	.70
G	203,000	232,000	.87 <sup>1</sup>	286,000	.71
H	154,000	176,000	.88 <sup>1</sup>	192,000	.80 <sup>1</sup>
I, J, K,	257,000	336,000	.76 <sup>1</sup>	352,000	.73
L	13,000	32,000	.41	32,000	.41
M	99,000	124,000	.80 <sup>1</sup>	140,000	.71
N	108,000	112,000	.96 <sup>1</sup>	144,000	.75
O	102,000	160,000	.64	160,000	.64

<sup>1</sup> Volume exceeds design capacity but not maximum capacity.

<sup>2</sup> Volume exceeds maximum capacity.

Public Hearing on February 12, 1987

The Roseville Planning Commission held a public hearing on February 12, 1987. Discussion focused on Chapters 6-17 of the Draft EIR. The following questions were asked about the Draft EIR.

1. Comment (Eureka Union School District): The Eureka School District is respectfully requesting that an elementary school site be established in the Northeast Roseville Specific Plan Area (see attached letter).

Response: The developer and Eureka School District have been discussing the possibility of shifting the existing school site in the Southeast Plan area to the Northeast Plan area. While it would be possible to switch the sites, the Roseville General Plan would need to be amended prior to making this change.

2. Comment (Bill Zisk): What happens if the retention basins fail? How much additional runoff would occur?

Response: The analysis in the Draft EIR (page 10-5) states that the estimated postproject flow represents a potential 30-68 percent increase in runoff for a 10-year storm event.

3. Comment (Bill Zisk): The feasibility of the offsite sewer line down Dry Creek should be studied now.

Response: Comment noted. The sewer line down Dry Creek is not part of the proposed project and cannot be studied until further information is known about the line. See also Comment #3 received on January 15, 1987.

4. Comment (Dan Dameron): The Final EIR should include an updated Chapter 3, Summary of Findings, that was contained in the Draft EIR.

Response: The updated Summary of Findings is included in this section as the blue pages.

RONALD L. FEIST, Ed.D.  
District Superintendent  
District Office — 791-4939

JANET A. SCHIMPF  
Principal  
Cavitt — 791-4152

RONALD G. WALKER  
Principal  
Eureka — 791-1115

DAVID R. FREEMAN  
Principal  
Greenhills — 791-4230

# EUREKA UNION SCHOOL DISTRICT

5477 EUREKA ROAD  
ROSEVILLE, CALIFORNIA 95661  
PLACER COUNTY

## TRUSTEES

LYNDA L. LEITNER  
President

WILLIAM R. MURCHISON  
Clerk

GARRY G. GENZLINGER

JOHN TANNER

REVÉ TAYLOR

February 12, 1987

Planning Commission  
City of Roseville  
316 Vernon Street  
Roseville, California 95678

RE: Elementary School Site North of Douglas

Dear Commissioners:

In a November 13, 1986 and January 7, 1987 letter (copy of January 7th letter attached), the Eureka Union Elementary School District asked the City of Roseville, via the E.I.R. process, to consider an elementary school site in the Northeast Roseville Specific Plan (N.E.R.S.P.). This situation has also been reviewed with the developer's representative twice. To our best knowledge, no school site has been established in the N.E.R.S.P. area.

The Eureka District is respectfully requesting that an elementary school site be established as a replacement for the K-3 site presently located along the south side of Eureka Road in Johnson Ranch. Because the Johnson Ranch K-3 site was reduced in acreage from 8 acres to 6, Eureka Road was upgraded to more lanes during the S.E.R.S.P. planning process, and the knowledge of the flood plain has increased, this site no longer meets the standards established in the City of Roseville's School Component of the Public Facilities Element of the General Plan.

Section 65302A of the Government Code requires that educational sites be included in the General Plan, and Government Code Section 65451A requires that Specific Plans (such as N.E.R.S.P.) be in harmony with the General Plan.

The E.I.R. for N.E.R.S.P. established 1800 housing units. The major (1620) units are now being placed in the Eureka District. Using the School Component for the City of Roseville, the N.E.R.S.P. will generate over 500 elementary students.

City Planning Commission  
Elementary School Site North of Douglas

February 12, 1987  
Page Two

Before the City proceeds too much further with the approval of the N.E.R.S.P., the Eureka K-3 elementary school site issue should be cleared up to be in compliance with the City of Roseville's policies. In our judgment, one of the best ways to accomplish this is to establish at least an 8 usable acre site in the N.E.R.S.P. in place of the K-3 site in Johnson Ranch. Failure to accomplish this could necessitate changing maps (Government Code 66478) and other situations in the future.

The Eureka District appreciates your attention to this matter.

Sincerely,

EUREKA UNION SCHOOL DISTRICT



Dr. Ronald L. Feist  
District Superintendent

RLF:lrt  
Enclosures

cc: Board of Trustees  
Doug Lewis, Esq. - School's Attorney

RONALD L. FEIST, Ed.D.  
District Superintendent  
District Office — 791-4939

JANET A. SCHIMPF  
Principal  
Cavitt — 791-4152

RONALD G. WALKER  
Principal  
Eureka — 791-1115

DAVID R. FREEMAN  
Principal  
Greenhills — 791-4230

# EUREKA UNION SCHOOL DISTRICT

5477 EUREKA ROAD  
ROSEVILLE, CALIFORNIA 95661  
PLACER COUNTY

## TRUSTEES

LYNDA L. LEITNER  
President

WILLIAM R. MURCHISON  
Clerk

GARRY G. GENZLINGER

JOHN TANNER

REVÉ TAYLOR

January 7, 1987

Mr. Daniel E. Dameron  
Assistant Planner  
City of Roseville  
316 Vernon Street  
Roseville, California 95678

Dear Mr. Dameron:

The Eureka District appreciates the opportunity to reply to the Northeast Roseville Specific Plan (N.E.R.S.P.) dated December 23, 1986.

N.E.R.S.P. information on schools should be in harmony with the new policies of the City of Roseville as expressed in the School Component of the Public Facilities document. Page 43 of the report mentions 232 to 418 elementary (K-8) students in the Northeast Roseville Specific Plan. Using the methodology for determining future students established by the School Component for the City of Roseville, the N.E.R.S.P. area will generate 562 elementary (K-8) students. This number of students should merit a school site. Because 90% of the residential units are in the Eureka District, this school site should probably be in the Eureka District.

The Eureka School District would like to pursue with the City and the developer the possibility of a school site as outlined in my November 13, 1986 letter I sent you in our review of the Draft E.I.R. of the N.E.R.S.P. The school site north of Douglas would be a replacement for the K-3 site along the south side of Eureka Road in Johnson Ranch. A site of approximately 8 usable acres will be adequate. The school site should not be on a major road. This is the primary reason we are considering the school site transfer. Eureka Road was upgraded during the planning process, making the K-3 site less desirable because of the potential noise and traffic problems. The fact that the school site was reduced in size during the planning process and is partly in the flood plain has also generated some concerns.

Mr. Daniel Dameron  
Assistant Planner  
City of Roseville

January 7, 1987  
Page Two

When the S.E.R.S.P. planning was done, it was discussed that very few residential units (400 - 500) would be in the Eureka District north of Douglas. According to this report, 1620 units are now planned. The school site situation has changed and should be reviewed.

Thanks again for the opportunity to respond. The Eureka District would appreciate notification regarding any further public meeting or hearings on the N.E.R.S.P.

Sincerely,

EUREKA UNION SCHOOL DISTRICT



Dr. Ronald L. Feist  
District Superintendent

RLF:lrt

cc: Board of Trustees  
Mr. Sam Miller - AKT (River West)  
Mr. Bob Coker - Southfork Partnership

Public Hearing on March 11, 1987

The Roseville City Council held a public hearing on March 11, 1987. The following questions were asked about the Draft EIR.

1. Comment (Bill Zisk): I am concerned about the increase in storm water runoff and how it would effect flood levels downstream.

Response: The Draft EIR discusses drainage and flooding in Chapter 10, Hydrology and Drainage. The Draft EIR clearly states that development of the Plan area, without mitigation, would result in a potential 30-68 percent increase in runoff for a 10-year storm event (page 10-5). Any increase in flows would pose a significant impact, therefore several mitigation measures are recommended such that the release rate after development should approximate the release rate from the area in its undeveloped state.

2. Comment (Bill Zisk): I think that the environmental impacts of placing a sewer line down Dry Creek should be assessed now rather than later.

Response: Comment noted. Placing a sewer line down Dry Creek is not part of the proposed project and cannot be studied until further information is known about the line. See also Comment #3 received on January 15, 1987.

## Chapter 3

### SUMMARY OF FINDINGS

This section presents a summary of project impacts and mitigation measures and a number of impact conclusions required by CEQA (CEQA Guidelines, Section 15143).

#### Summary of Impacts and Mitigation Measures

Table 3-1 presents a summary of potentially significant environmental impacts of the proposed project, Lower Intensity Alternative, General Plan Alternative, and summarizes the mitigation measures necessary to reduce adverse impacts to a less-than-significant level. Table 3-2 separately lists less-than-significant impacts prior to mitigation. In some cases, mitigation has been identified for less-than-significant impacts. As noted in Chapter 2, analysis of the General Plan Alternative focused on land use, transportation, and visual quality impacts only.

Table 3-3 lists the impacts and mitigation measures identified in the Year 2005 with Lower Intensity Alternative analysis. Table 3-4 lists the impacts and mitigation measures identified in the Expected Buildout with Proposed Project analysis. These cumulative development scenarios are analyzed in detail in Chapter 17. In these tables, potentially significant impacts have been distinguished from less-than-significant impacts in Column 2 of the tables.

For detailed discussions of these impacts and mitigation measures, refer to the appropriate sections of the text following this chapter.

#### Growth-Inducement Impacts

Development of the Plan area would increase the pressure to develop lands designated urban reserve and agricultural in the Plan area and adjacent undeveloped land. These impacts are considered significant.

#### Unavoidable Adverse Impacts

The unavoidable adverse impacts are underlined in Tables 3-1 through 3-4. For those impacts, no mitigation is available

other than implementation of the No-Project Alternative. These unavoidable impacts include:

Existing Plus Proposed Project

- o Conversion of the Plan area from a large open space area to an urbanized area.
- o Contribution to regional air quality problems.
- o Contribution to making it more difficult to attain air quality standards in the Regional Air Quality Plan.
- o Elimination of approximately 130 vernal pools.
- o Growth inducement impacts.
- o Market impacts on downtown Roseville are considered potentially significant; however, this impact is economic in nature and is not considered an impact on the environment within the purview of CEQA.

Year 2005 with Lower Intensity Alternative

- o Contribution to regional air quality problems

Expected Buildout with Proposed Project

- o Contribution to regional air quality problems
- o Potential violations of carbon monoxide standards

For those botanical and wildlife resources designated with an asterick in first column of Table 3-1, the level of significance after mitigation would depend on the degree of adherence to the recommended design criteria. It should be noted that these impacts have not been underlined in Table 3-1; however, if the design criteria are not developed and implemented in good faith, impacts would be unavoidable.

Effects Not Found to be Significant

The impacts described in Tables 3-1, 3-3, and 3-4 which are not underlined constitute less-than-significant impacts after mitigation. For those botanical and wildlife resources designated with an asterisk in the first column of Table 3-1, the concept described under the section Unavoidable Adverse Impacts applies.

The impacts described in Table 3-2 constitute less-than-significant impacts prior to mitigation.

Less-than-significant impacts associated with the cumulative development scenarios are designated as such in Column 2 of Tables 3-3 and 3-4.

Short-Term Uses of the Environment vs. Long-Term Productivity

The proposed project would result in irretrievable commitments of energy and other nonrenewable resources used in building materials to construct the project, and the loss of open space and grazing land to urbanized uses (no prime agricultural soils exist in the Plan area).

Table 3-1. Summary of Potentially Significant Environmental Impacts and Mitigation Measures<sup>1,2</sup>

PROJECT DESCRIPTION	Alternatives	
	Proposed Northeast Roseville Specific Plan	General Plan Alternative
	<p>Proposed land uses include 1,800 dwelling units; 50.1 acres highway commercial; 80.9 acres community commercial; 96.7 acres regional commercial; 227.6 acres business park and professional office; 140.2 acres research and development; 1.0 acre fire station; 30.0 acres church; 83.6 acres open space; 15.7 acres community park; 531.3 acres urban reserve; and 151.0 acres agriculture for a total of 1,632.8 acres.</p>	<p>Proposed land uses are similar to Specific Plan in number of dwelling units; 28 percent more highway commercial; 22 percent less community commercial; minor differences in regional commercial, business park and professional office and research and development. This alternative does not include fire station or church. Six percent less open space; 27 percent more park, and 10 percent more urban reserve. Because the General Plan Alternative is very similar to the proposed Specific Plan, the analysis is limited to <u>Land Use, Transportation, and Visual Quality.</u></p>
	<p>Proposed land uses include 1,800 dwelling units; 50.1 acres highway commercial; 80.9 acres community commercial; 96.7 acres regional commercial; 227.6 acres business park and professional office; 140.2 acres research and development; 1.0 acre fire station; 30.0 acres church; 83.6 acres open space; 15.7 acres community park; 531.3 acres urban reserve; and 151.0 acres agriculture for a total of 1,632.8 acres.</p>	<p>Proposed land uses are identical to Specific Plan except 71 percent less community commercial, 55 percent less business park and professional office, and 34 percent more urban reserve.</p>
	<p>Conversion of the Plan area from a large open space area to an urbanized area.</p>	<p>Similar to proposed project.</p>
	<p>Implement No-Project Alternative (City of Roseville).</p>	<p>Similar to proposed project.</p>

LAND USE

Direct Changes in Land Use Impact

Mitigation Measure

Similar to proposed project. Similar to proposed project. Similar to proposed project.

<sup>1</sup> Impacts which are underlined signify those which are not expected to be reduced to a less-than-significant level with mitigation. No mitigation is available other than implementation of the No-Project Alternative.

<sup>2</sup> Language in parentheses identifies entity(ies) responsible for implementing mitigation measure; pp = project proponent. Note: funding mechanism and implementation schedule for some mitigation measures which are not the responsibility of the project proponent are unknown.

<sup>3</sup> For those botanical and wildlife resources designated with an asterisk in first column, the level of significance after mitigation would depend on the degree of adherence to the design criteria. It should be noted that these impacts have not been underlined in this table; however, if the design criteria are not developed and implemented in good faith, impacts would be unavoidable.

	Proposed Northeast Roseville Specific Plan	Alternatives	
		Lower Intensity Alternative	General Plan Alternative
Market Impacts on Downtown Roseville	The degree of impact is difficult to assess but is expected to be potentially significant.	Similar to proposed project.	Similar to proposed project.
	This impact is economic in nature and is not considered an impact on the environment within the purview of CEQA.	Similar to proposed project.	Similar to proposed project.
General Plan Policy Consistency	Potential inconsistencies with policies 4 and 6 of Land Use Element; policy 12a of Housing Element; and policy 4 of Public Services and Facilities Element.	Identical to proposed project.	Identical to proposed project.
	Policy 4: Angus McDonald study and cost-revenue analysis satisfy the intent of this policy (City of Roseville and pp).	Identical to proposed project.	Identical to proposed project.
	Policy 6: Alternatives to resolve this policy include a transfer to units within the Plan area or transfer from outside the plan. The land use could also potentially be shifted. This issue will be resolved through the Specific Plan (City of Roseville and pp).		
	Policy 12a: Require that approval of any housing development be subject to a citywide affordable housing implementation program. Until such a program is developed, housing projects will be subject to the finding of consistency with the General Plan Housing Element (City of Roseville).		
	Policy 4: City policy and ordinance requires dedication of lands for public facility purposes. Exact details will be addressed through the Specific Plan and Development Agreement (City of Roseville and pp).		

	Proposed Northeast Roseville Specific Plan		Alternatives	
			Lower Intensity Alternative	General Plan Alternative
Growth Inducement	Impact	Project would increase pressure to develop lands designated urban reserve and agricultural in the Plan area and adjacent undeveloped lands.	Identical to proposed project.	Identical to proposed project.
	Mitigation Measure	Implement No-Project Alternative (City of Roseville).	Similar to proposed project.	Similar to proposed project.
POPULATION, EMPLOYMENT, AND HOUSING	Impact	No potentially significant impacts.	Identical to proposed project.	--
	Mitigation Measure	None required.	Identical to proposed project.	--
PUBLIC SERVICES AND FACILITIES	Impact	Projected peak demand of 5.2 million gallons per day (MGD) potentially triggering need for water treatment plant expansion. Specific Plan proposes extension of 36-inch main, which would probably be financed in an assessment district.	Projected peak demand of 4.6 mgd contributing to need for water treatment plant expansion; Specific Plan proposes extension of 36-inch main which would likely be financed in an assessment district.	--
Water	Mitigation Measure	Prepare a detailed cost-revenue analysis (pp). Require standard water conservation measures (City of Roseville).	Similar to proposed project.	--
Wastewater	Impact	Projected peak demand of 4.1 MGD contributing to need for sewage treatment plant expansion. Specific Plan proposes construction of on-site lines, an interceptor, and a lift station which could be financed in an assessment district, Mello-Roos District, or by other means.	Projected peak demand of 3.4 MGD contributing to need for sewage treatment plant expansion. Specific Plan proposes construction of onsite lines, an interceptor, and a lift station which could be financed in an assessment district, Mello-Roos District, or by other means.	--

		Proposed Northeast Roseville Specific Plan		Alternatives	
		Lower Intensity Alternative	General Plan Alternative	Lower Intensity Alternative	General Plan Alternative
	Mitigation Measure	Prepare a detailed cost-revenue analysis (pp).		Similar to proposed project.	--
Police Protection	Impact	Increased need for police protection services in Plan area; potential for security problems in proposed open space areas; minimum of five additional regular officers, one investigative officer, and additional support personnel required.		Similar to proposed project.	--
	Mitigation Measure	Require site design review by the police department (pp and City of Roseville). Require on-site security (pp and City of Roseville). Evaluate parkway security needs (pp and City Police Department).		Similar to proposed project.	--
Fire Protection	Impact	Increased need for fire protection services in Plan area. Specific Plan contemplates a fire station; potential for hazardous material fire risks if such materials used on-site; 3,000 gallons per minute (gpm) fire flow required for commercial areas and 1,000 gpm for residential areas.		Similar to proposed project.	--
	Mitigation Measure	Prepare and implement a site-specific hazardous waste management plan (pp). Incorporate fire safety measures in new development (pp).		Similar to proposed project.	--
Electrical and Gas Services	Impact	Projected peak electrical demand of 59,000 kW requiring at least one, and possibly two, substations; increased gas demand.		Projected peak electrical demand of 44,500 kW requiring one additional substation; increased gas demand.	--
	Mitigation Measure	Coordinate with energy suppliers (pp). Incorporate conservation/load management measures into new development (pp).		Similar to proposed project.	--

		Alternatives	
		Lower Intensity Alternative	General Plan Alternative
Proposed Northeast Roseville Specific Plan			
Parks	Impact	Identical to proposed project.	--
	Projected demand for 12 acres of neighborhood park, 7 acres of community park, and 24 acres of Citywide park. Specific Plan originally proposed a 15.7-acre neighborhood park on an area whose topography and configuration may not be able to accommodate City-recommended playing fields and picnic areas; if community and Citywide park credit not allowed for proposed open space, a deficit could occur; no provision for financing off-site recreation facilities should they be needed.		
	Mitigation Measure	Identical to proposed project.	--
	Continue consultations with Parks and Recreation in considering alternate park location (pp). Prepare a detailed cost-revenue analysis (pp). Reevaluate open space potential (pp and Roseville Parks and Recreation Department). Require private recreational facility development (City of Roseville).		
Schools	Impact	Identical to proposed project.	--
	Projected increase of 341-465 students in Eureka Union School District (SD) requiring 8.5-11.5 additional K-6 classrooms and 3.2-4.3 7-8 classrooms; even assuming maximum loading of two new schools in Southeast Roseville, unhouseed K-6 students could result; adequate 7-8 capacity expected to exist with proposed school in Southeast Roseville.		
	Projected increase of 55-93 students in Roseville City Elementary SD requiring 1.4-2.5 additional K-6 classrooms and less than one 7-8 classroom; adequate K-6 capacity expected to exist with completion of new school; additional 7-8 students would contribute to potential future overcrowding in existing school.		

	Alternatives	
	Lower Intensity Alternative	General Plan Alternative
	Proposed Northeast Roseville Specific Plan	
Schools	<p>Projected increase of 222-317 students in Roseville Joint Union High SD requiring 7.7-10.9 additional classrooms.</p> <p>Mitigation Measure Comply with policies in the school component of the General Plan.</p>	<p>Identical to proposed project.</p>
<b>TRANSPORTATION</b>		
Impact	No potentially significant impacts.	Identical to proposed project.
Mitigation Measure	None required. Implement transportation system management (TSM) measures (pp).	Identical to proposed project.
<b>AIR QUALITY</b>		
Contribution to Regional Air Quality Problems	Increase in traffic-related and other air pollutant emissions that are ozone precursors. Project would contribute to regional ozone problems, incrementally adding to the difficulty in attaining the ozone standard.	Similar but less than proposed project.
Mitigation Measure	Implement No-Project Alternative (City of Roseville). Implementation of planned and recommended transportation improvements and TSM measures would help reduce impact (pp, City of Roseville, and Caltrans).	Similar to proposed project.
Consistency with Regional Air Quality Plan	The project would generally make attainment of air quality standards more difficult thereby making it more difficult for the Air Quality Plan to succeed.	Similar but less than proposed project.

		Alternatives	
		Lower Intensity Alternative	General Plan Alternative
Proposed Northeast Roseville Specific Plan			
Mitigation Measure	Implement No-Project Alternative (City of Roseville). Implementation of planned and recommended transportation improvements and TSM measures would help reduce impact (pp, City of Roseville, and Caltrans).	Similar to proposed project.	--
<b>NOISE</b>			
<b>Traffic Noise</b>			
Impact	Some residential uses facing major roadways (portions of parcels 3, 4, and 5) could experience potentially significant traffic noise.	Similar to proposed project.	--
Mitigation Measure	Meet the state noise insulation standards for multi-family residences. Implement residential design considerations (pp).	Similar to proposed project.	--
Impact	Commercial and office uses near I-80 would be exposed to CNEL levels of 70 dB or more (conditionally acceptable).	Similar to proposed project.	--
Mitigation Measure	Prepare project-specific noise analyses (pp).	Similar to proposed project.	--
Impact	Transient lodging within 500 feet of I-80 would be exposed to noise levels considered normally unacceptable. Transient lodging within 500-2,000 feet of I-80 would be exposed to noise levels considered conditionally acceptable.	Similar to proposed project.	--
Mitigation Measure	Prepare project-specific noise analyses for hotels and/or motels within 2,000 feet of I-80 (pp).	Similar to proposed project.	--

		Proposed Northeast Roseville Specific Plan		Alternatives	
		Lower Intensity Alternative	General Plan Alternative		
<b>HYDROLOGY AND DRAINAGE</b>					
Surface Drainage	Impact	Potential 30-68 percent increase in runoff for a 10-year storm event there- by affecting downstream facilities; potential for streamflow restrictions to increase upstream water levels with construction of five creek crossings.	Potential 26-56 percent in- crease in runoff for a 10-year storm event thereby affecting downstream facilities; poten- tial for streamflow restric- tions to increase upstream water levels with construction of five creek crossings.		--
	Mitigation Measure	Develop comprehensive drainage study (pp). Implement runoff reduction measures (pp). Design stream crossing structures to ensure minimal flow restriction (pp).	Similar to proposed project.		--
<b>WATER QUALITY AND FISHERIES</b>					
Short-Term Impacts	Impact	Potential increase in sedimentation and pollutant transport to creeks during construction resulting in degradation of spawning, rearing, and food-producing chinook salmon and steelhead trout habitat.	Similar to proposed project.		--
	Mitigation Measure	Implement precautionary measures dur- ing design and construction to mini- mize water quality degradation (pp).	Similar to proposed project.		--
Long-Term Impacts	Impact	Increase in urban runoff to creeks po- tentially resulting in degraded water quality; potential water quality problems if proposed sewer line breaks thereby threatening fish population; potential reduction in stream pro- ductivity if removal of riparian vegetation increases stream tempera- tures; increase runoff could flush fish fry out of creek.	Similar to proposed project.		--
	Mitigation Measure	Implement runoff reduction measures to reduce long-term water quality impacts (pp). Establish design criteria for construction in the ravines (pp).	Similar to proposed project.		--

	Proposed Northeast Roseville Specific Plan	Alternatives	
		Lower Intensity Alternative	General Plan Alternative
<b>TOPOGRAPHY, GEOLOGY, AND SOILS</b>			
Geology	Impact	Potential problems related to grading, utility, installation, and conventional foundations on Mehrten Volcanic; potential inconsistency with City policy limiting development on Mehrten Formations to nonresidential uses or high-density residential uses where landscaping can be provided.	Similar to proposed project.
	Mitigation Measure	Conduct detailed geotechnical investigations prior to final design (pp). Implement alternative development approaches on Mehrten Formations (pp).	Similar to proposed project.
Soils	Impact	Potential for increased erosion, shrink-swell problems, and construction-related problems on dredge tailings.	Similar to proposed project.
	Mitigation Measure	Prepare and implement an erosion and sediment control plan (pp). Use precautionary engineering practices for shrink-swell soils (pp). Use precautionary engineering and design practices for dredge tailings (pp).	Similar to proposed project.
<b>BOTANICAL AND WILDLIFE RESOURCES<sup>3</sup></b>			
Northern Volcanic Mudflow Vernal Pools (Botanical Resources)	Impact	Elimination of approximately 130 vernal pools, or 1.3 acres. <u>From a biological and policy perspective this impact is considered significant.</u>	Elimination of approximately 30 vernal pools, or 0.84 acre. <u>From a biological and policy perspective, this impact is considered significant.</u>
	Mitigation Measure	Determine the feasibility of protecting and preserving vernal pool habitat in the area proposed for development (pp and City of Roseville). Dedicate a vernal pool complex in the urban reserve area to perpetual open space (pp, City of Roseville, and possibly other entities).	Similar to proposed project.

<sup>3</sup> For those botanical and wildlife resources designated with an asterisk in first column, the level of significance after mitigation would depend on the degree of adherence to the design criteria. It should be noted that these impacts have not been underlined in this table; however, if the design criteria are not developed and implemented in good faith, impacts would be unavoidable.

Proposed Northeast Roseville Specific Plan		Alternatives	
		Lower Intensity Alternative	General Plan Alternative
* Oak Woodland and Riparian Woodland (Botanical Resources)	Impact	Similar to proposed project.	--
	Mitigation Measure	Similar to proposed project.	--
* Oak Woodland and Riparian Woodland (Wildlife Resources)	Impact	Similar to proposed project.	--
	Mitigation Measure	Similar to proposed project.	--

Construction of bridges, roads, bike paths, pedestrian trails, and sewer lines would require removal of habitat.

Establish a tree preservation management plan (pp). Establish design criteria for construction in the ravines (pp). Require additional environmental review for construction in the ravines when details are known (City of Roseville). The level of mitigation would depend on the nature of and degree of adherence to the criteria.

Construction of bridges, roads, bike paths, pedestrian trails, and sewer lines could degrade or eliminate associated wildlife species. Potential for fragmenting streamside corridor thereby impeding movements of wide-ranging species. Potential disturbance to wildlife by pedestrians, pets, and maintenance activities on roads and trails.

Bridges, roads, bike paths, pedestrian trails: Establish a tree preservation management plan (pp). Establish design criteria for construction in the ravines (pp). Require additional environmental review for construction in the ravines when details are known (City of Roseville).

Sewer lines: Establish design criteria for construction in the ravines. Impacts would be mitigated to a less-than-significant level by placement of lines outside the ravines; alternatively, if sewer line relocation is not feasible, impacts could also be mitigated by establishing design criteria (pp). Require additional environmental review for construction

Proposed Northeast Roseville Specific Plan		Alternatives	
		Lower Intensity Alternative	General Plan Alternative
Special-Status Wildlife Species	<p>in the ravines when details are known (City of Roseville). The level of significance after mitigation would depend on the nature of and degree of adherence to the criteria.</p> <p>If trees containing Cooper's hawks' nests are cut down during their breeding season, significant impacts would occur.</p>	Similar to proposed project.	--
Impact			
Mitigation Measure	Conduct raptor nest surveys in riparian areas to be subject to construction (pp).	Similar to proposed project.	--
Impact	Potentially adverse impact on tiger salamanders (federal category 2 species), if they are contained in vernal pools within the Plan area.	Similar to proposed project.	--
Mitigation Measure	Determine the feasibility of protecting and preserving vernal pool habitat in the area proposed for development (pp, City of Roseville, and possibly other entities).	Similar to proposed project.	--
<b>HAZARDOUS MATERIALS</b>			
Impact	If hazardous materials stored or used on-site, potential for uncontrolled or undetected release of such materials.	Similar to proposed project.	--
Mitigation Measure	Comply with all requirements of Roseville Municipal Code (pp). Prepare and implement a site-specific hazardous waste management plan (pp).	Similar to proposed project.	--
<b>VISUAL QUALITY</b>			
On-Site Views	On-site viewsheds would be impacted by the change in visual resources.	Similar to proposed project.	Similar to proposed project.
Mitigation Measure	Develop and implement landscape design guidelines (pp).	Similar to proposed project.	Similar to proposed project.

	Proposed Northeast Roseville Specific Plan	Alternatives	
		Lower Intensity Alternative	General Plan Alternative
Off-Site Views			
Impact	Viewsheds from Douglas Boulevard would be impacted by elimination of the open, rural visual resource.	Similar to proposed project.	Similar to proposed project.
Mitigation Measure	Develop and implement landscape design guidelines (pp).	Similar to proposed project.	Similar to proposed project.

Table 3-2. Summary of Less-Than-Significant Environmental Impacts and Mitigation Measures

LAND USE	Proposed Northeast Roseville Specific Plan		Alternatives	
			Lower Intensity Alternative	General Plan Alternative
Direct Changes in Land Use	Impact	Loss of agricultural land.	Identical to proposed project.	Identical to proposed project.
	Mitigation Measure	None required.	Identical to proposed project.	Identical to proposed project.
Adjoining Use Compatibility	Impact	No land use conflicts with adjacent uses are expected to occur.	Identical to proposed project.	Identical to proposed project.
	Mitigation Measure	None required.	Identical to proposed project.	Identical to proposed project.
General Plan Consistency	Impact	The proposed land use designations are essentially identical to the General Plan designations. The differences are insignificant.	Similar to proposed project.	This alternative reflects approved uses; therefore, no adverse impact would occur.
	Mitigation Measure	None required.	Similar to proposed project.	Similar to proposed project.
South Placer Policy Plan Consistency	Impact	Growth proposed by Specific Plan should support policies of South Placer Policy Committee.	Similar to proposed project.	Similar to proposed project.
	Mitigation Measure	Specific Plan appears to be generally consistent with the South Placer Policy Plan. Precise compliance can only be determined by monitoring the project as it builds out (City of Roseville).	Similar to proposed project.	Similar to proposed project.

1 Language in parentheses identifies entity(ies) responsible for implementing mitigation measure; pp = project proponent. Note: funding mechanism and implementation schedule for some mitigation measures which are not the responsibility of the project proponent are unknown.

	Proposed Northeast Roseville Specific Plan	Alternatives	
		Lower Intensity Alternative	General Plan Alternative
<b>POPULATION, HOUSING, AND EMPLOYMENT</b>			
Population	Impact Projected generation of 4,680 persons in Plan area; potential for population generation off-site from secondary employment.	Identical to proposed project.	--
	Mitigation Measure None required.	Identical to proposed project.	--
Housing	Impact Generation of 1,800 units in Plan area; City's planned development ordinance and Housing Element and South Placer Policy Committee's policies would ensure adequate housing supply and suitable densities and prices.	Identical to proposed project.	--
	Mitigation Measure None required.	Identical to proposed project.	--
Employment	Impact Generation of 18,026 total jobs in Plan area; potential for generating secondary jobs off-site in Roseville and region.	Generation of 12,642 total jobs in Plan area; potential for generating secondary jobs off-site in Roseville and region.	--
	Mitigation Measure Establish and monitor employee levels in the Plan area (City of Roseville).	Identical to proposed project.	--
<b>PUBLIC SERVICES AND FACILITIES</b>			
Solid Waste	Impact Projected daily generation of 50 tons which could be accommodated at the existing Western Regional Sanitary Landfill.	Projected daily generation of 39 tons which could be accommodated at the existing Western Regional Sanitary Landfill.	--
	Mitigation Measure None required.	None required.	--

		Alternatives	
		Lower Intensity Alternative	General Plan Alternative
<b>TRANSPORTATION</b>			
	Proposed Northeast Roseville Specific Plan		
Impact	Proposed project would generate about 99,000 primary daily vehicle trips. Assuming Route 65 Bypass improvements and on-site roadway system in place, screenlines would all operate within their design capacities. All the necessary improvements are planned as part of the Specific Plan or to support other development in Roseville.	Impacts would be less than proposed project. Detailed analysis is presented in the cumulative analysis.	Essentially identical to proposed project.
Mitigation Measure	None required. Implement transportation system management measures (pp and City of Roseville).	Identical to proposed project.	Identical to proposed project.
<b>AIR QUALITY</b>			
Construction-Related Impacts	Construction-related impacts due to dust would be less-than-significant.	Identical to proposed project.	—
Mitigation Measure	None required. Implement dust-reducing construction practices (pp).	Identical to proposed project.	—
Potential for Localized Carbon Monoxide Problems	No violations of carbon monoxide standards are projected.	Similar but less than proposed project.	—
Mitigation Measure	None required.	Identical to proposed project.	—
<b>NOISE</b>			
Construction Noise	Construction noise and blasting could result in annoyance to nearby residents.	Identical to proposed project.	—
Mitigation Measure	Limit construction activities to day-time hours (pp).	Identical to proposed project.	—

	Proposed Northeast Roseville Specific Plan	Alternatives	
		Lower Intensity Alternative	General Plan Alternative
<b>HYDROLOGY AND DRAINAGE</b>			
Groundwater Recharge	Impact	Similar to proposed project.	--
	Mitigation Measure	Similar to proposed project.	--
	Impact	Insignificant loss of potential recharge area.	
	Mitigation Measure	None required.	
<b>WATER QUALITY AND FISHERIES</b>			
	Impact	No less-than-significant impacts.	--
	Mitigation Measure	None required.	--
<b>TOPOGRAPHY, GEOLOGY, AND SOILS</b>			
Topography	Impact	Insignificant impacts since project designed to avoid steeper slopes.	--
	Mitigation Measure	None required. Implement grading standards in the Specific Plan (pp and City of Roseville).	--
Seismicity	Impact	Insignificant impact.	--
	Mitigation Measure	None required.	--
<b>BOTANICAL AND WILDLIFE RESOURCES</b>			
Annual Grassland (Botanical Resources)	Impact	From a floristic state-wide standpoint, the removal of 867 acres of grassland is not considered significant. From a local perspective, the removal is considered cumulatively important.	--
	Mitigation Measure	None required.	--
	Mitigation Measure	From a floristic, state-wide standpoint, the removal of 685 acres of grassland is not considered significant. From a local perspective, the removal is considered cumulatively important.	--
	Mitigation Measure	Similar to proposed project.	--

	Proposed Northeast Roseville Specific Plan		Alternatives	
			Lower Intensity Alternative	General Plan Alternative
Special-Status Plant Taxa	Impact	No direct impacts anticipated.	Identical to proposed project.	--
	Mitigation Measure	None required.	Similar to proposed project.	--
Annual Grassland and Northern Volcanic Vernal Pools (Wildlife Resources)	Impact	Potential loss of associated non-special-status species. From a biological perspective, this impact is not considered significant (see also "Special-Status Wildlife Species" in Table 3-1).	Similar to proposed project.	--
	Mitigation Measure	None required.	Similar to proposed project.	--
<b>VISUAL QUALITY</b>				
On-Site Views	Impact	Construction in ravine areas is considered less than significant because most of the ravine would be retained as natural open space.	Similar to proposed project.	Similar to proposed project.
	Mitigation Measure	None required.	Similar to proposed project.	Similar to proposed project.
Off-Site Views	Impact	Views from Sierra College Boulevard would not be significantly impacted.	Identical to proposed project.	Identical to proposed project.
	Mitigation Measure	None required.	Identical to proposed project.	Identical to proposed project.
<b>CULTURAL RESOURCES</b>				
	Impact	Site R-1 could be impacted.	No impacts.	--
	Mitigation Measure	None required. Avoid the site or provide detailed testing.	Identical to proposed project.	--
	Impact	Site R-2 could be impacted.	None required.	--
	Mitigation Measure	None required. Avoid the site or provide detailed testing.	None required.	--

	Proposed Northeast Roseville Specific Plan	Alternatives	
		Lower Intensity Alternative	General Plan Alternative
Impact	Impacts to CA-Pla-514 are minimal.	Identical to proposed project.	--
Mitigation Measure	None required.	Identical to proposed project.	--

Table 3-3. Year 2005 with Lower Intensity Alternative Impacts and Mitigation Measures

Issue Area	Significance	Impacts and Mitigations <sup>1,2</sup>
LAND USE	Potentially Significant Impact	Total development anticipated at over 9,000 acres of residential, commercial, business professional, and industrial uses. Lower Intensity Alternative represents 13 percent of this development. No estimates are available for development in the South Placer region.
	Mitigation Measure	Evaluate projects for compliance with South Placer Policy Plan (City of Roseville).
POPULATION, EMPLOYMENT, AND HOUSING	Potentially Significant Impact	Potential increase in the City to 76,087 people, 29,928 dwelling units, and 57,682 employees. Lower Intensity Alternative represents 6 percent of projected population and dwelling units and 21 percent of projected employees. Potential increase in South Placer region to 213,230 people and 96,590 employees. Lower Intensity Alternative represents less than 3 percent of population and 13 percent of employment.
TRANSPORTATION		
Screenline	Potentially Significant Impact	Screenlines A, I, J, K, D, G, and H would experience significant impacts.
	Mitigation Measure	Widen I-80 to 10 lanes south of Douglas Boulevard interchange; Provide four more arterial lanes of capacity on screenline D than currently planned; Widen and upgrade the Route 65 Bypass to a six-lane expressway or freeway and East Roseville Parkway to a six-lane expressway; Widen Atlantic Street west of I-80; Upgrade Harding Boulevard north of Atlantic Street or expand its capacity (pp, City of Roseville, Caltrans).
Streets and intersections	Potentially Significant Impact	Douglas Boulevard, East Roseville Parkway, Eureka Road, and Harding Boulevard extension would all experience significant impacts. Douglas Boulevard/Sunrise Avenue, East Roseville Parkway/Douglas Boulevard, and East Roseville Parkway/Harding Boulevard would all experience significant impacts.
	Mitigation Measure	Widen Douglas Boulevard to six lanes; Widen East Roseville Parkway, Eureka Road extension just east of I-80, and the Harding Boulevard extension between Atlantic Street and East Roseville Parkway to six lanes; Widen Sunrise Avenue to six lanes; Widen section of Atlantic Street/Eureka Road to six lanes; Widen Taylor Road to four lanes west of I-80; Construct urban interchanges at the East Roseville Parkway/Douglas Boulevard and Roseville Parkway/Harding Boulevard intersections (pp, City of Roseville, Caltrans).

Table 3-3. Continued

Issue Area	Significance	Impacts and Mitigations <sup>1,2</sup>
	Less-Than-Significant Impact	Roseville Parkway/Taylor Road and Eureka Road/Sunrise Avenue would experience less-than-significant impacts.
	Mitigation Measure	None required.
<b>AIR QUALITY</b>		
Contribution to Regional Air Quality Problems	Potentially Significant Impact	<u>Increase in traffic-related and other air pollutant emissions that are ozone precursors. Project would contribute to regional ozone problems, incrementally adding to the difficulty in attaining the ozone standard.</u>
	Mitigation Measure	Implement No-Project Alternative (City of Roseville). Implementation of planned and recommended transportation improvements and TSM measures would help reduce impact (pp, City of Roseville, and Caltrans).
Potential for Localized Carbon Monoxide Problems	Potentially Significant Impact	Potential violation of the state and federal 8-hour carbon monoxide standards at Douglas Boulevard/East Roseville Parkway.
	Mitigation Measure	Implement planned and recommended transportation improvements (pp, City of Roseville, and Caltrans).
	Less-than-Significant Impact	Construction would cause dust.
	Mitigation Measure	None required. Implement standard dust-reducing construction practices (pp).
<b>NOISE</b>		
Traffic Noise	Potentially Significant Impact	Some residential uses directly facing major roadways would experience conditionally acceptable noise levels.
	Mitigation Measure	Multi-family residences should be designed to meet state noise insulation standards (pp). Implement residential building design considerations (pp).
	Potentially Significant Impact	Commercial and office uses near I-80 would experience conditionally acceptable noise levels. Transient lodging within 500 feet of I-80 would experience normally unacceptable noise levels. Transient lodging within 500-2,000 feet of I-80 would be exposed to noise levels considered conditionally acceptable.
	Mitigation Measure	Prepare project-specific noise analyses for commercial and office uses near I-80 that are exposed to CNEL levels of 70 dB or more (pp). Locate hotels and/or motels further than 500 feet from I-80 (pp). Prepare project-specific noise analyses for hotels and/or motels within 500-2,000 feet of I-80 (pp).

Table 3-3. Continued

Issue Area	Significance	Impacts and Mitigations <sup>1,2</sup>
NOISE, (continued)		
Construction Noise	Less-than-Significant Impact	Construction noise could result in annoyance to nearby residents.
	Mitigation Measure	None required. Limit construction activities to daytime hours (pp).

<sup>1</sup> Column 2 specifies whether the impact is potentially significant or less-than-significant (prior to mitigation). Impacts which are underlined signify those which are not expected to be reduced to a less-than-significant level with mitigation. No mitigation is available other than implementation of the No-Project Alternative.

<sup>2</sup> Language in parentheses identifies entity(ies) responsible for implementing mitigation measure; pp = project proponent. Note: funding mechanism and implementation schedule for some mitigation measures which are not the responsibility of the project proponent are unknown.

Table 3-4. Expected Build Out with Proposed Project Impacts and Mitigation Measures

Issue Area	Significance	Impacts and Mitigations <sup>1,2</sup>
LAND USE	Potentially Significant Impact	Total development anticipated at over 11,600 acres of residential, commercial, business professional, and industrial uses.
	Mitigation Measure	Evaluate projects for compliance with South Placer Policy Plan (City of Roseville).
POPULATION, EMPLOYMENT, AND HOUSING	Potentially Significant Impact	Potential increase in the City to 90,590 people, 34,685 dwelling units, and 78,315 employees. Project represents 5 percent of population and dwelling units and 22 percent of employment. Potential increase in South Placer region to 263,870 people and 123,420 employees. Project represents less than 2 percent of population and 14.2 percent of employees.
	Mitigation Measure	Evaluate projects for compliance with South Placer Policy Plan (City of Roseville).
TRANSPORTATION		
Screenline	Potentially Significant Impact	Significant impacts to screenlines E, F, C, H, D, M, N, I, J, K, B, and G.
	Mitigation Measure	Upgrade Roseville Parkway both east and west of I-80 to an expressway classification; Upgrade the Route 65 Bypass to freeway status; Provide capacity upgrades for screenlines D, M, and N; Provide additional capacity for north/south travel between Douglas Boulevard and Cirby Way; Widen Sierra College Boulevard to four lanes; Widen Eureka Road to eight lanes (pp, City of Roseville, Caltrans).
AIR QUALITY		
Contribution to Regional Air Quality Problems	Potentially Significant Impact	<u>Increase in traffic-related and other air pollutant emissions that are ozone precursors. Project would contribute to regional ozone problems, incrementally adding to the difficulty in attaining the ozone standard.</u>
	Mitigation Measure	Implement No-Project Alternative (City of Roseville). Implementation of planned and recommended transportation improvements and TSM measures would help reduce impact (pp).

Table 3-4. Continued

Issue Area	Significance	Impacts and Mitigations <sup>1,2</sup>
Potential for Localized Carbon Monoxide Problems	Potentially Significant Impact	<u>Violations of the carbon monoxide standards are expected.</u>
	Mitigation Measure	Implement No-Project Alternative (City of Roseville) Implementation of planned and recommended transportation improvements and TSM measures would help reduce impact (pp).
	Less-than-Significant Impact	Construction would cause dust.
	Mitigation Measure	None required. Implement standard dust-reducing construction practices (pp).
<b>NOISE</b>		
Traffic Noise	Potentially Significant Impact	Some residential uses directly facing major roadways would experience conditionally acceptable noise levels.
	Mitigation Measure	Multi-family residences should be designed to meet state noise insulation standards (pp). Implement residential building design considerations (pp).
	Potentially Significant Impact	Commercial and office uses near I-80 would experience conditionally acceptable noise levels. Transient lodging within 500 feet of I-80 would experience normally unacceptable noise levels. Transient lodging within 500-2,000 feet of I-80 would be exposed to noise levels considered conditionally acceptable.
	Mitigation Measure	Prepare project-specific noise analysis for commercial and office uses near I-80 that are exposed to CNEL levels of 70 dB or more (pp). Locate hotels and/or motels further than 500 feet from I-80 (pp). Prepare project-specific noise analyses for hotels and/or motels within 500-2,000 feet of I-80 (pp).
Construction Noise	Less-Than-Significant Impact	Construction noise could result in annoyance to nearby residents.
	Mitigation Measure	None required. Limit construction activities to daytime hours (pp).

<sup>1</sup> Impacts which are underlined signify those which are not expected to be reduced to a less-than-significant level with mitigation. No mitigation is available other than implementation of the No-Project Alternative.

<sup>2</sup> Language in parentheses identifies entity(ies) responsible for implementing mitigation measure; pp = project proponent. Note: funding mechanism and implementation schedule for some mitigation measures which are not the responsibility of the project proponent are unknown.

## Chapter 4

### ERRATA

The Draft EIR analyzed four development scenarios as follows:

- o existing conditions,
- o existing conditions plus Proposed Project,
- o Year 2005 with Lower Intensity Alternative, and
- o expected buildout with Proposed Project.

To assess the incremental traffic and air quality impacts of the project, the EIR consultants prepared a detailed analysis of the following scenarios:

- o Year 2005 with No Project.
- o Year 2005 with Proposed Project

The two new scenarios are intended to be combined with the analysis of the Year 2005 with Lower Intensity Alternative (pages 17-1 to 17-39 of the Draft EIR) to provide a complete picture of the traffic and air quality situation without the project, with a reduced project, and with the proposed project.

### Transportation

This section is based on a transportation report prepared by Fehr & Peers Associates, consultants to AKT Developments.

### Impacts

Year 2005 With No Project. This scenario assumes that the Northeast Roseville Plan area (Plan area) will remain vacant. Development in and around Roseville would still occur. The four other Roseville specific plan areas--Southeast, North-Central, North Industrial, and Northwest--and infill development elsewhere in the City, as well as the Rocklin Northwest Plan area (Stanford Ranch) and a number of large development projects in the southeastern part of the County would still develop. Assuming the Plan area does not develop, Roseville's projected population and employment would be reduced.

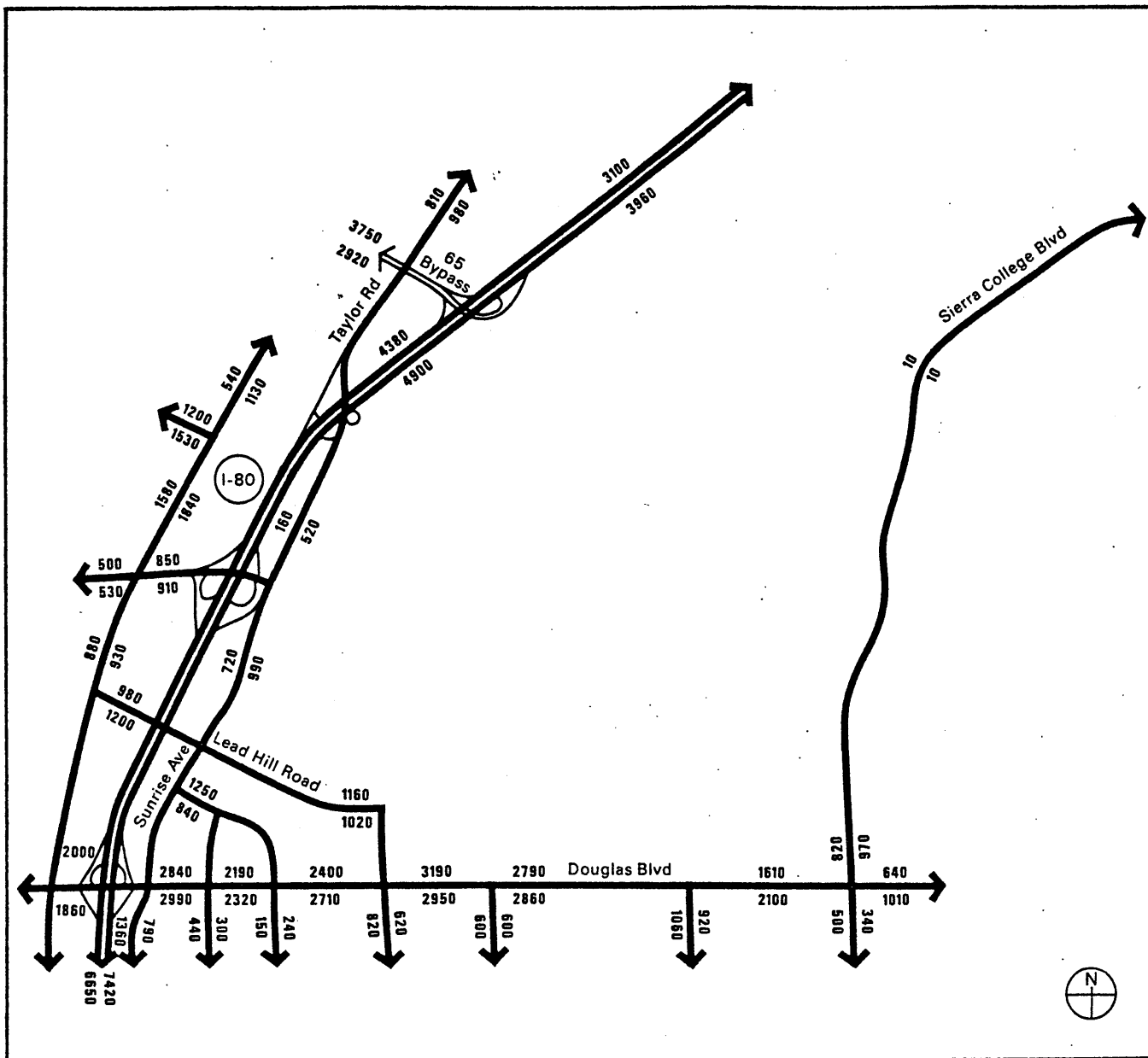
The City's population would be about 70,500 instead of the 75,200 that would result if the Plan area developed, and the employment would be about 47,100 instead of the 56,800 that the City could absorb if the Plan area developed. Furthermore, the analysis assumes that the population and jobs projected to locate in Roseville's northeast area by the Year 2005, if the area were available for development, would not shift to nearby locations such as Stanford Ranch or other sites in Rocklin or South Placer County. To summarize, the Year 2005 with a No-Project scenario represents net reductions in the South Placer population of about 4,700 and employment of about 9,700 relative to the previously analyzed Year 2005 conditions.

Traffic Generation and Impacts. As indicated in Table 17-6, Future Citywide Trip Generation, page 17-13 of the Draft EIR, daily traffic generation within the City of Roseville would equal about 401,000 vehicle trips in the Year 2005 even without the Northeast Plan area, almost three times existing levels. Approximately 73,000 more trips, or a 15 percent traffic increase, would be generated in the City if the Northeast Plan area developed at the Lower Intensity level.

The Year 2005 with No-Project scenario assumes the entire northeast quadrant of the City would remain vacant. Major roadways through the Plan area, to be constructed in conjunction with the Specific Plan, would not necessarily be built. Therefore, the No-Project traffic analysis assumes that the principal roadways through the Plan area would be constructed only if needed to support development elsewhere. These facilities include:

- o East Roseville Parkway from Douglas Boulevard to the Harding Extension,
- o Eureka Road from Douglas Boulevard to the new Atlantic Interchange, and
- o Rocky Ridge Road from Douglas Boulevard to East Roseville Parkway.

Impacts. Figure 4-1 presents the p.m. peak hour traffic volumes on the remaining streets in the area without any development on the Northeast Plan area. Volumes on much of Douglas Boulevard would exceed the 2,160-vehicle design capacity of the planned six-lane arterial. Travel demand on sections of Douglas Boulevard from East Roseville Parkway to Interstate 80 (I-80) would exceed even the maximum capacity of such a facility (2,700 vehicles per hour). The principal reason for these overloads is the lack of reasonable alternate routes to the freeway. Such routes would otherwise be available via East Roseville Parkway and Eureka Road through the Northeast Plan area.



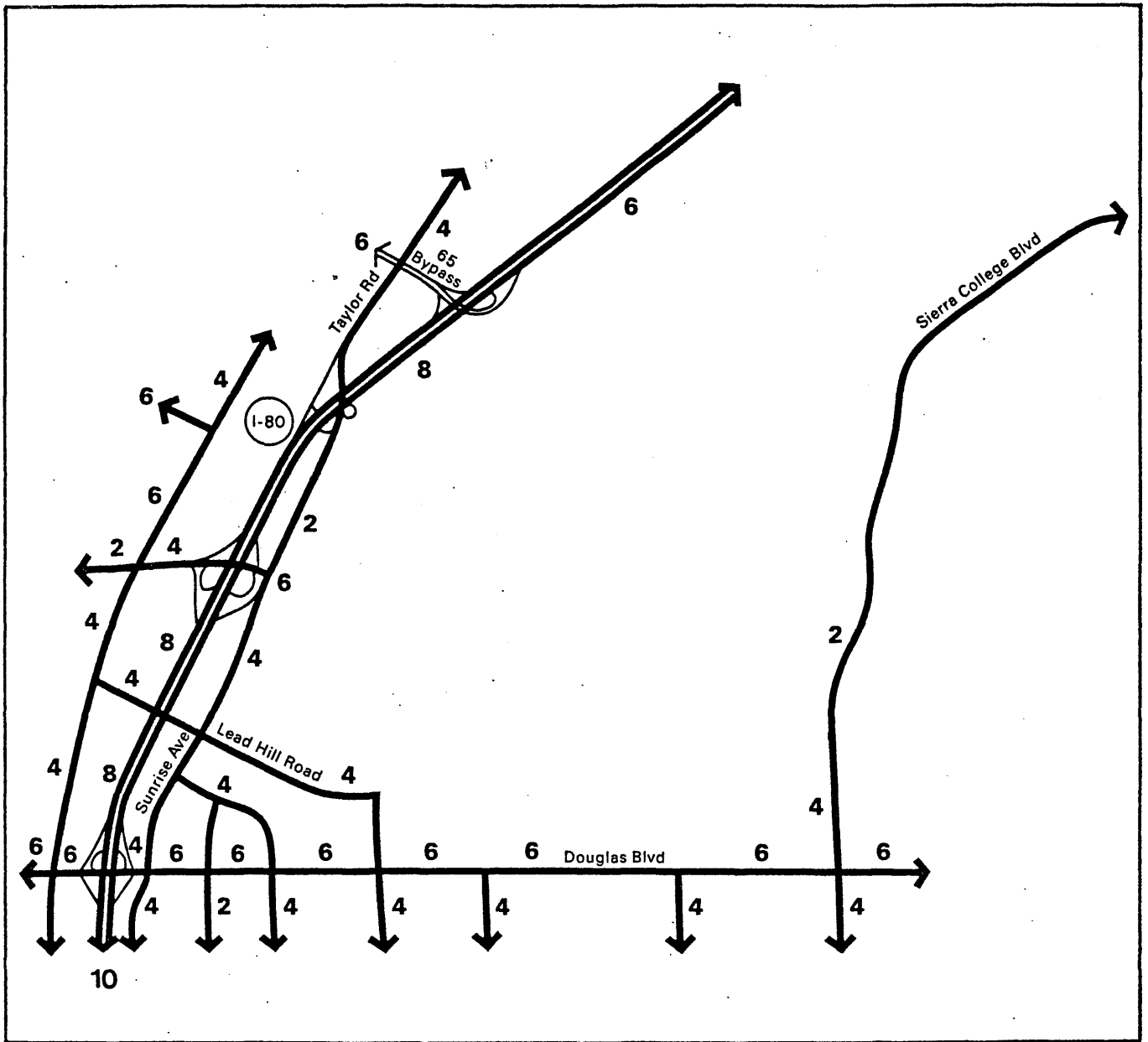
**FIGURE 4-1.**  
**Year 2005 PM Peak Hour Volumes Without Project**

Volumes on other facilities in east Roseville would be lower without the project than with the Lower Intensity Alternative. As seen by comparing Figure 4-1 with Figure 17-2 on page 17-17 of the Draft EIR, volumes on I-80 south of Douglas Boulevard would be 10 percent lower without the project, and on I-80 north of the Route 65 Bypass, volumes would be about 20 percent lower. Volumes on Atlantic Street and on West Roseville Parkway would decrease by about 10 percent and by about 45 percent, respectively.

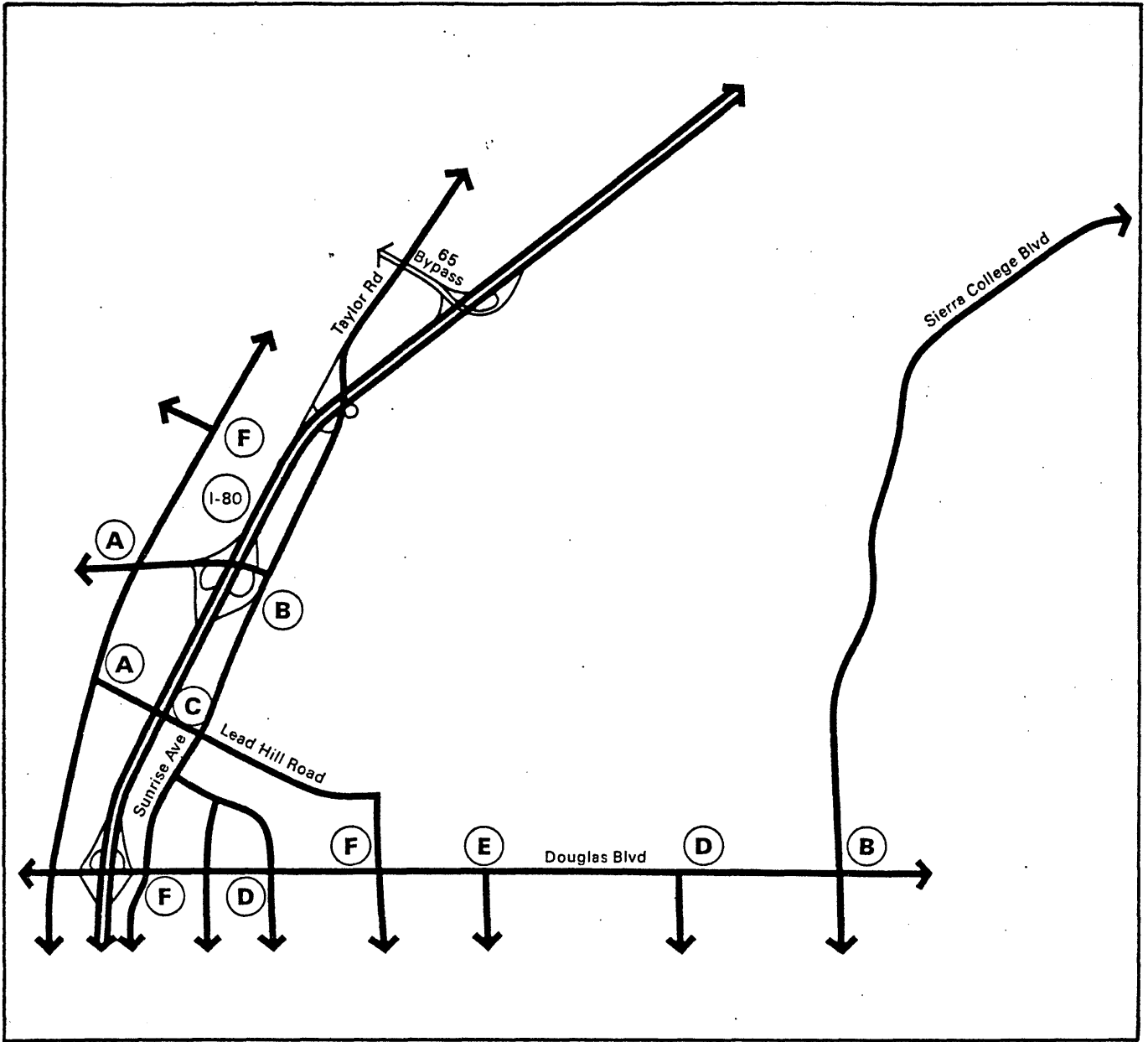
Volumes on the Route 65 Bypass, however, would be higher without the project than with it. This is because the No-Project scenario would eliminate a key segment of Roseville Parkway, deemphasizing that facility as a principal Citywide connector, and shifting the long distance east/west travel to the Route 65 Bypass instead. The added traffic on the Route 65 Bypass would not change the required capacity of the facility from the previously analyzed Lower Intensity Alternative, however. In both cases a six-lane facility with freeway-class interchanges would be needed by the Year 2005.

Figure 4-2 indicates the lane requirements on all of the facilities in the area under the No-Project scenario. Conditions are similar to those for the Lower Intensity Alternative. The key exception is Douglas Boulevard. In the No-Project scenario, Douglas Boulevard would have to be wider than the planned six lanes, or additional parallel facilities would need to be constructed, such as East Roseville Parkway or Eureka Road through the Northeast Plan area. Another difference would be a reduction in the required width of the Taylor Road extension southeast of I-80. With the Lower Intensity Alternative, that section of Taylor Road would need to be four lanes wide; elimination of development in the Plan area would reduce the required width to two lanes.

Figure 4-3 presents the p.m. peak hour Levels of Service (LOS) at the principal intersections in the study area. As suggested earlier, intersections along Douglas Boulevard from East Roseville Parkway to the freeway would operate at unacceptable service levels unless mitigated. In addition, the intersection of West Roseville Parkway and the Harding Extension would operate unacceptably. These impacts are considered significant. To reduce them to a less-than-significant level, the City would need to construct an additional facility in northeast Roseville connecting eastern areas of the City and the County to I-80. In addition, Lead Hill Road would need to be widened just north and south of Douglas Boulevard, and an urban interchange would need to be installed at West Roseville Parkway and the Harding Boulevard extension.



**FIGURE 4-2.**  
**Basic Roadway Widths Year 2005 Without Project**



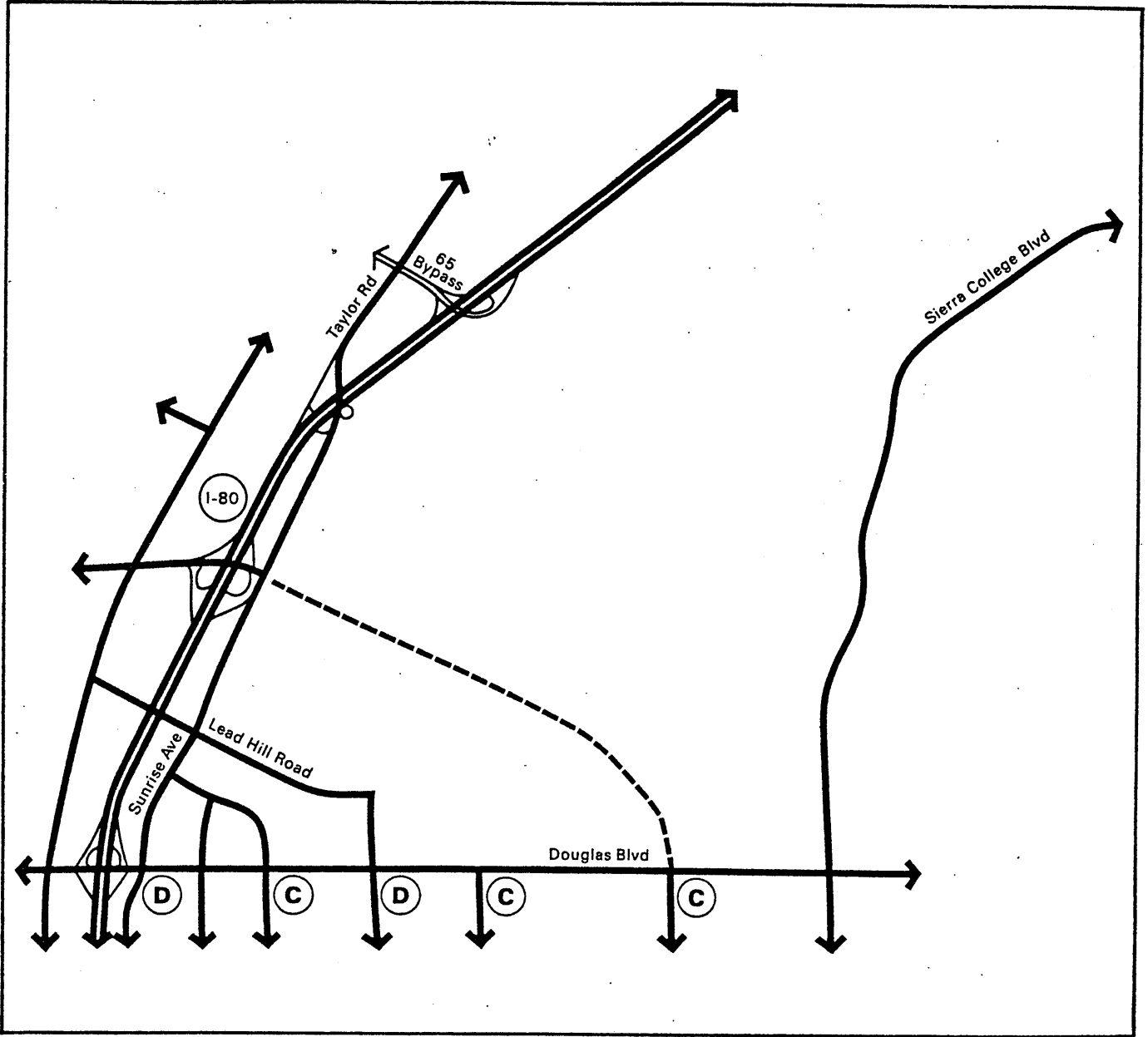
**FIGURE 4-3.**  
**Unmitigated PM Peak Levels of Service Year 2005 Without Project**

Year 2005 With Proposed Project. Under this scenario, it is assumed that the Northeast Plan area would develop more rapidly than the remaining portions of Roseville and the surrounding areas. Instead of being about two-thirds built out by the Year 2005, like the other Specific Plan areas, this scenario assumes that the Northeast Plan area would be fully developed by the Year 2005. As a result, Roseville's Year 2005 employment would be about 62,200 instead of the previously analyzed Year 2005 Citywide absorption of 56,800.

Traffic Generation and Impacts. As illustrated in Table 17-6 on page 17-13 of the Draft EIR, Citywide daily traffic generation would be approximately 99,000 trips higher under expected buildout than it would be in the Year 2005 if the Northeast Plan area did not develop at all. It would be approximately 26,000 vehicle trips higher than if the Northeast Plan area developed to about two-thirds of its buildout level by the Year 2005, as anticipated under the Lower Intensity Alternative. This represents a 20 percent increase in Citywide trip generation over the No-Project scenario and a 5 percent increase over the Lower Intensity Alternative.

Impacts. Figure 4-4 indicates the p.m. peak hour traffic volumes in the study area under the Year 2005 with Proposed Project scenario. Compared with the No-Project scenario (Figure 4-1), the full project generates a 14 percent increase in traffic on I-80 south of Douglas Boulevard and a 29 percent increase on I-80 north of the Route 65 Bypass. However, because it provides key alternate facilities, such as the East Roseville Parkway and Eureka Road connections for east/west travel through the City, the buildout alternative reduces traffic on facilities such as Douglas Boulevard and the Route 65 Bypass.

Compared with the Lower Intensity Alternative (Figure 17-2 on page 17-17 of the Draft EIR), the Year 2005 with Proposed Project scenario generates increased traffic on most facilities. For example, volumes on I-80 south of Douglas Boulevard would be about 7 percent higher with buildout of the Proposed Project than with the Lower Intensity Alternative. Traffic volumes on East Roseville Parkway and Eureka Road, near the areas developed only under the buildout scenario, increase by 10 percent to about 40 percent. These impacts are considered significant. To reduce them to a less-than-significant level, it would be necessary to widen a portion of East Roseville Parkway, to construct an urban interchange at Taylor Road and East Roseville Parkway, and to widen a portion of Eureka Road. Other links, such as the Route 65 Bypass, decrease in volume as a result of the diversion effects of the added development, drawing traffic into the Northeast Plan area that would otherwise bypass it.



**FIGURE 4-4.**  
**Mitigated PM Peak Levels of Service Year 2005 Without Project**

Figure 4-5 gives the p.m. peak hour LOS for the Year 2005 with buildout of the Proposed Project scenario. Compared with conditions under the Lower Intensity Alternative (Figure 17-3 on page 17-18 of the Draft EIR), conditions along East Roseville Parkway worsen by about one LOS. The most critical locations, prior to mitigation, are along East Roseville Parkway/Douglas Boulevard and at East Roseville Parkway/Taylor Road. These impacts are considered significant. To reduce them to a less-than-significant level, the same mitigation measures required for the Year 2005 with Lower Intensity Alternative would be needed. Two other locations would be at the same unacceptable LOS under buildout as under the Lower Intensity Alternative: Douglas Boulevard/Sunrise Avenue and Harding Boulevard/East Roseville Parkway. To reduce these impacts to a less-than-significant level, the same mitigation measures required for the Year 2005 with Lower Intensity Alternative would be needed.

### Mitigation Measures

The analysis has not initially discounted traffic volumes for transportation system management (TSM). As discussed in the Draft EIR, an aggressive Citywide TSM program could improve peak hour LOS by as much as one grade.

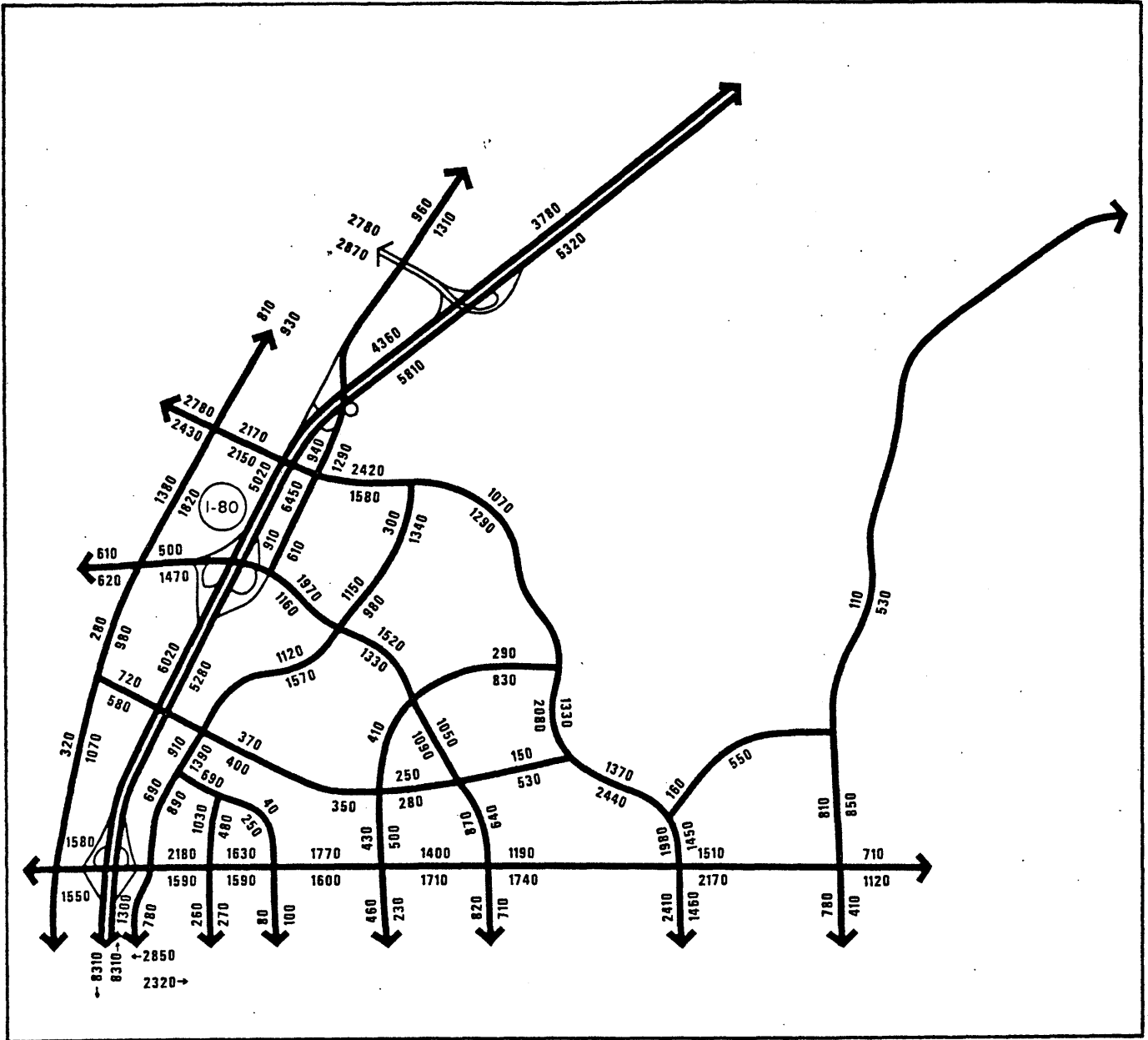
Year 2005 With No Project. The principal mitigation measure for the No-Project scenario would be to construct an additional facility in northeast Roseville connecting eastern areas of the City and the County to I-80.

Construct a Road Through the Plan Area Connecting Eastern Areas of the City and County to I-80. This facility should be constructed in such a way as to divert traffic from sections of Douglas Boulevard west of East Roseville Parkway. The preferred alignment for the single onsite route would be a connection from the Douglas Boulevard/East Roseville Parkway intersection to the Atlantic Interchange, as shown in Figure 4-6. This facility should be four lanes wide and should have an urban interchange at Douglas Boulevard.

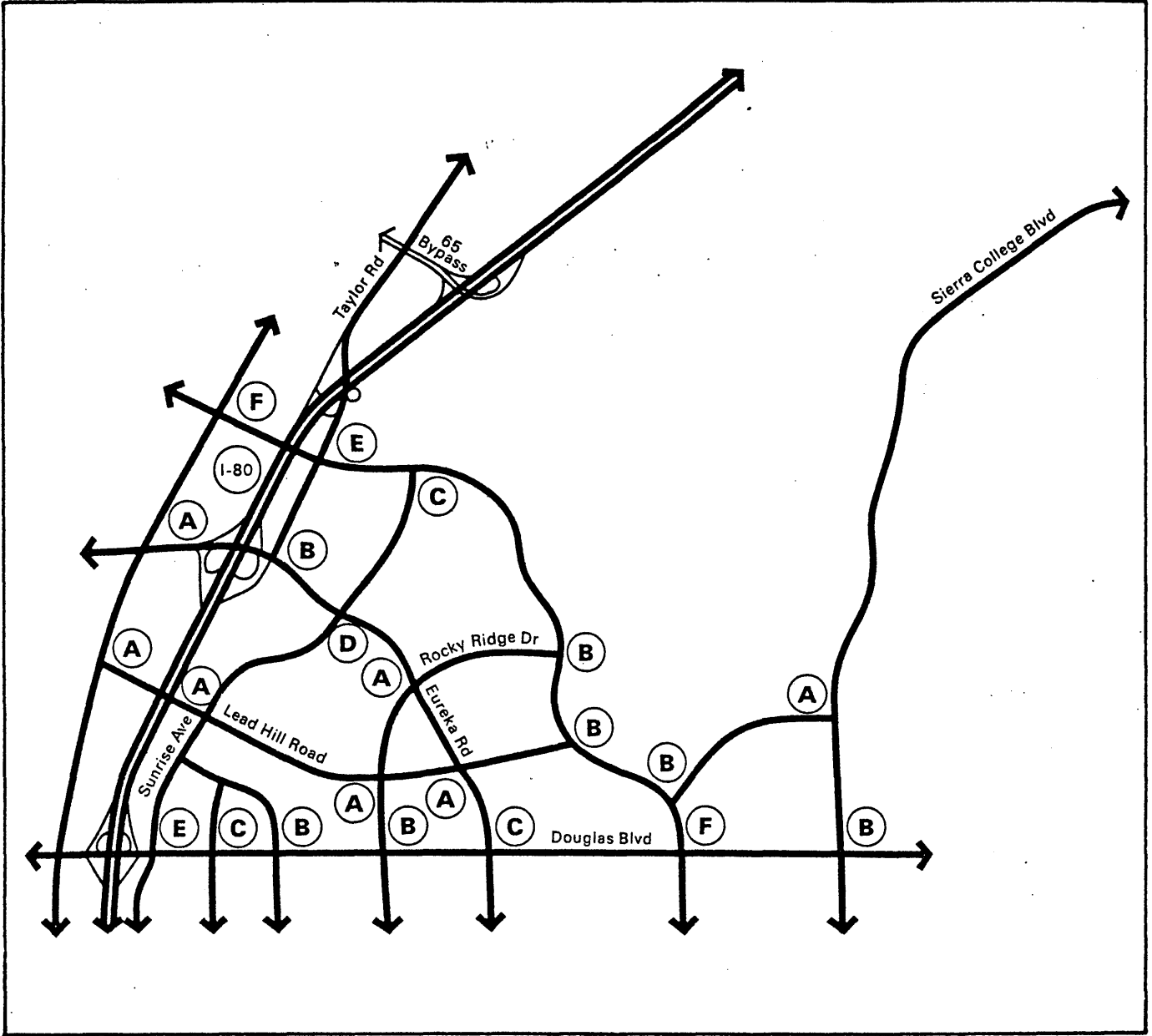
Widen Lead Hill Road. Widen Lead Hill Road to six lanes just north and south of Douglas Boulevard.

Install an Urban Interchange at West Roseville Parkway and the Harding Boulevard Extension

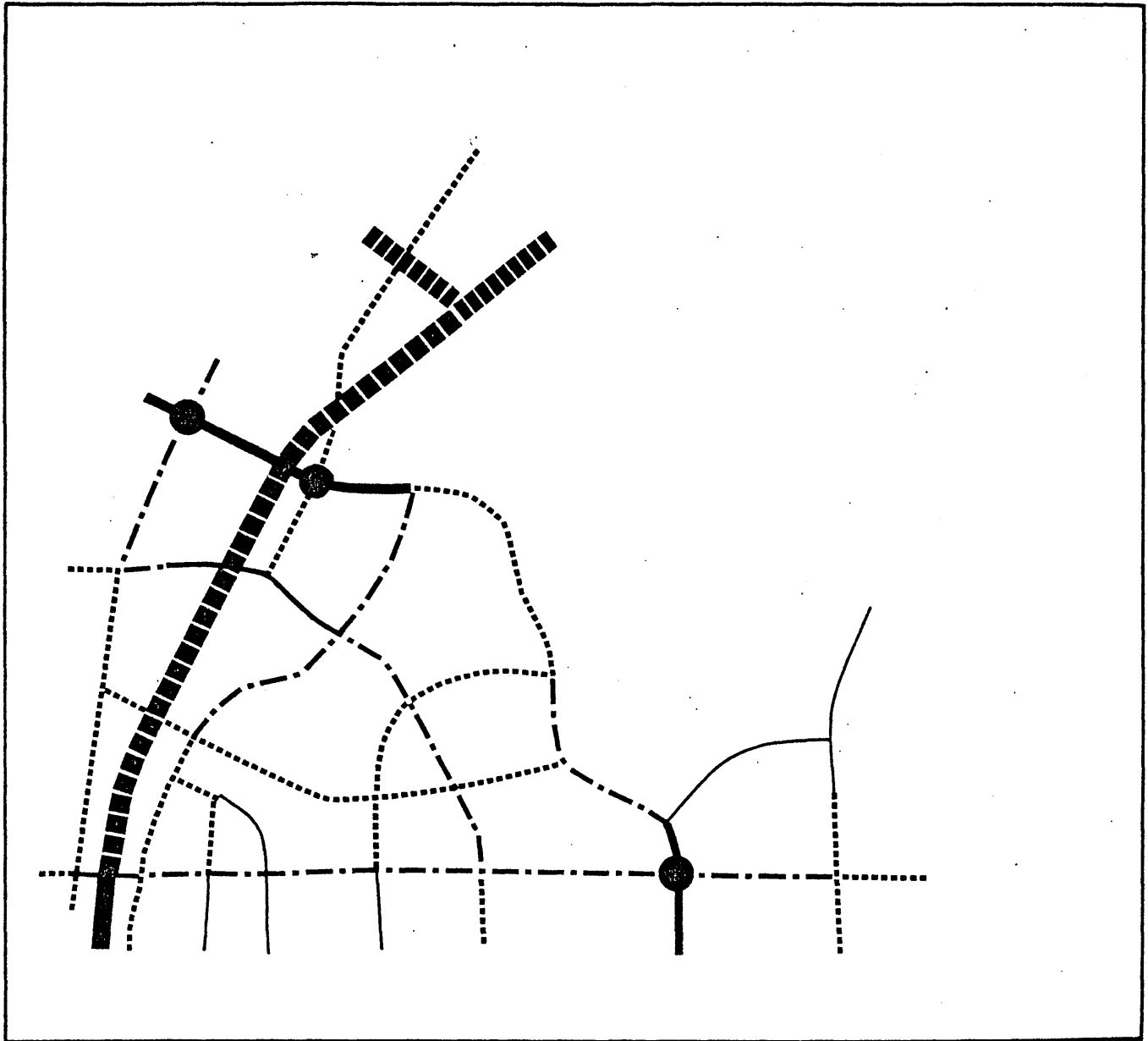
Year 2005 With Proposed Project. Figure 4-7 illustrates the roadway system required to mitigate the cumulative Year 2005 with the Proposed Project scenario. The system is similar to that needed to mitigate Year 2005 conditions with the Lower Intensity Alternative (see Figure 17-4 on page 17-24 of the Draft EIR). All of the mitigation measures needed to mitigate Year 2005 with Lower Intensity Alternative (see pages 17-23 to



**FIGURE 4-5.**  
**PM Peak Hour Traffic Volumes Year 2005 With Buildout of Proposed Project**








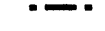




**FIGURE 4-6.**  
**Unmitigated PM Peak Hour Levels of Service Year 2005**  
**With Buildout of Proposed Project**



**FIGURE 4-7.**  
**Mitigated Roadway Widths Year 2005**  
**With Buildout of Proposed Project**

**Legend**

-  10 lane freeway
-  8 lane freeway
-  6 lane freeway
-  6 lane expressway
-  4 lane expressway
-  8 lane arterial
-  6 lane arterial
-  4 lane arterial
-  2 lane arterial
-  urban interchange

17-28 of the Draft EIR) are also needed under this scenario. These include construction of urban interchanges on East Roseville Parkway at Douglas Boulevard and on East Roseville Parkway at Harding Boulevard, and widening the Route 65 Bypass to six lanes.

The three mitigation measures needed for the Proposed Project in addition to those needed for the Lower Intensity Alternative are listed below.

Widen East Roseville Parkway Between Sunrise Avenue and Taylor Road to Six Lanes

Construct an Urban Interchange at Taylor Road/East Roseville Parkway

Widen Eureka Road Between Sunrise Avenue and Taylor Road to Eight Lanes

Figure 4-8 presents the mitigated LOS for the Year 2005 with the Proposed Project scenario. These conditions are the same as those that would prevail in the Year 2005 with the Lower Intensity Alternative (see Figure 17-5 on page 17-29 of the Draft EIR), with the following exceptions:

- o Douglas Boulevard/East Roseville Parkway would operate at LOS D instead of C even with an urban interchange,
- o Taylor Road/East Roseville Parkway would operate better (improve from LOS D to A) with the full project due to the urban interchange required for mitigation under this scenario, and
- o Taylor Road/Eureka Road would operate better (improve from LOS D to C) due to the eight-lane section of Eureka Road needed under this scenario.

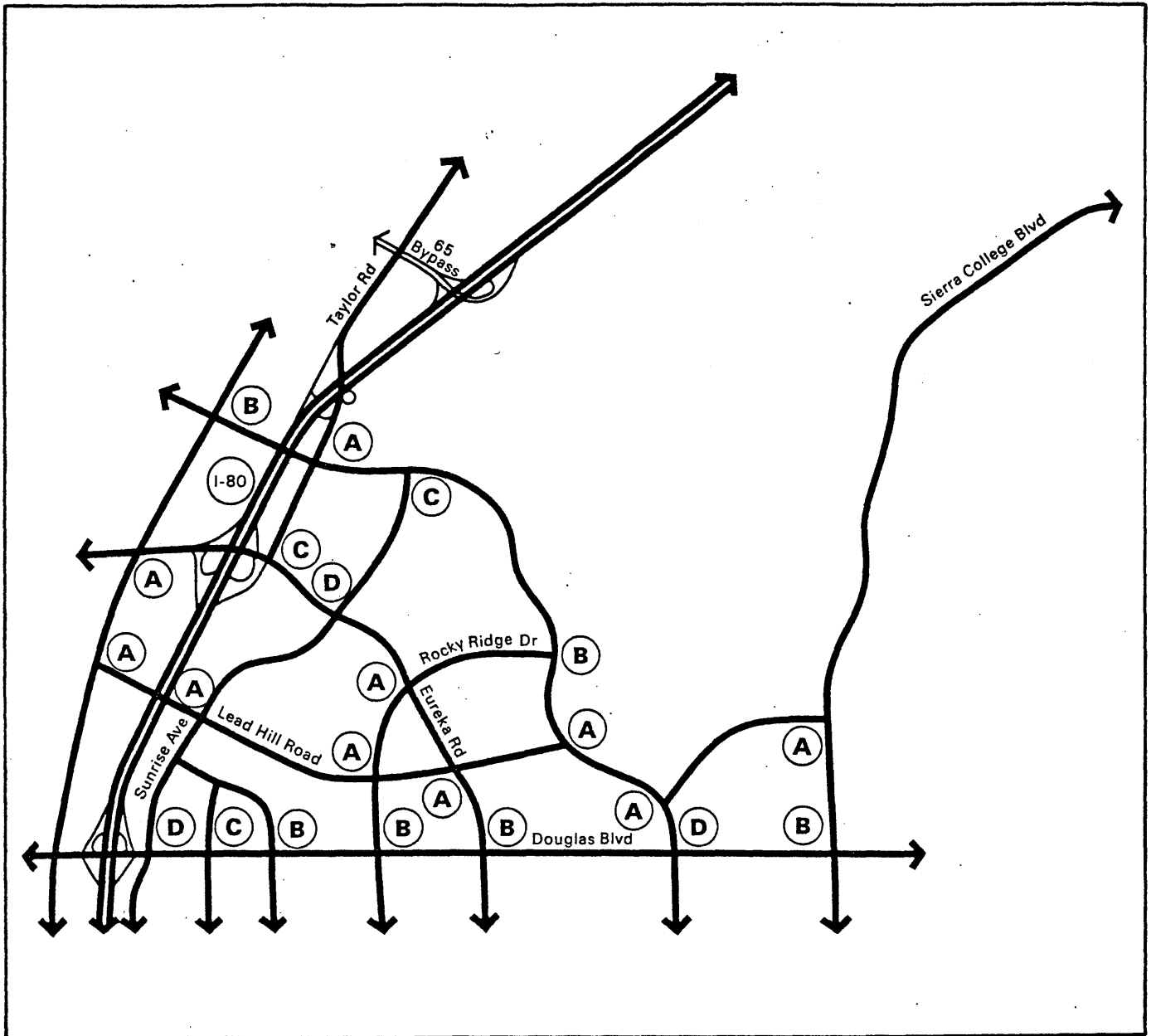
Although some locations would operate at LOS D after mitigation, all would operate within their design capacities, as defined in the Draft EIR, and "under capacity" as defined in the 1985 Highway Capacity Manual, Transportation Research Board Special Report 209.

### Air Quality

#### Impacts

##### Year 2005 With No Project

Contribution to Regional Air Quality Problems. As described in Chapter 8, Air Quality, of the Draft EIR, ozone is the principal problem pollutant on a regional scale. Reactive



**FIGURE 4-8.**  
**Mitigated Levels of Service Year 2005 With Buildout of Proposed Project**

organic gases (ROG) and nitrogen oxides (NO<sub>x</sub>) are precursors to the formation of ozone.

Because no urban development would occur on the Plan area under this scenario, there would be no ROG or NO<sub>x</sub> emissions. This is considered to be a less-than-significant<sup>x</sup> impact.

Potential for Localized Carbon Monoxide Problems. Air quality analyses were performed for all of the intersections originally studied in the Draft EIR. The analyses were performed using the CALINE3 dispersion model, EMFAC6D vehicle emission rates, and p.m. peak hour traffic volume projections presented in the transportation portion of this chapter. The data and assumptions used for the analysis are described in Appendix 17-2 of the Draft EIR.

Predicted worst-case carbon monoxide levels near the selected intersections are presented in Table 4-1. As shown, eight receptors at two intersections (Douglas Boulevard at Sunrise Avenue and Douglas Boulevard at East Roseville Parkway) are predicted to be in violation of the state and federal 8-hour CO standard of 9 ppm. These impacts are considered significant. Implementation of the mitigation measures suggested in the transportation portion of this chapter would reduce impacts to a less-than-significant level at six of the eight receptors (see Table 4-1). Even after mitigation, two receptors at the northeast and southeast corners of Douglas Boulevard and Sunrise Avenue are predicted to be in violation of the state and federal standards. This is considered an unavoidable significant impact.

One receptor location at the southwest corner of Douglas Boulevard and Sunrise Avenue is predicted to be in violation of the state 1-hour standard of 20 ppm. This significant impact could be reduced to a less-than-significant level by implementing the transportation improvements suggested in the transportation portion of this chapter.

#### Year 2005 With Proposed Project

Contribution to Regional Air Quality Problems. Estimates of ROG and NO<sub>x</sub> emissions from vehicle traffic have been prepared for this scenario and are presented in Table 4-2. Information that supplements this analysis is contained in Appendix B. Table 4-3 shows a comparison of the emissions that would result at the Year 2005 with No Project, with the Lower Intensity Alternative, and with the Proposed Project.

An indication of the magnitude of regional air quality impacts can be developed by comparing the estimates of emissions resulting from the alternative development conditions with the emissions projections for the Mountain Counties Air Basin portion of Placer County (shown in Table 8-2 on page 8-7 of the Draft EIR). Table 4-3 shows this by comparing, as a percentage,

Table 4-1. Predicted Worst-Case Carbon Monoxide Levels  
In the Northeast Roseville Specific Plan Study Area

Location of Receptor	Carbon Monoxide Concentrations in Parts Per Million											
	Year 2005 With No-Project		Year 2005 With No-Project With Mitigation Measures		Year 2005 With Lower Intensity Alternative		Year 2005 With Proposed Project		Year 2005 With Proposed Project With Mitigation Measures		Year 2005 With Proposed Project	
	Peak Hour Average	8-Hour Average	Peak Hour Average	8-Hour Average	Peak Hour Average	8-Hour Average	Peak Hour Average	8-Hour Average	Peak Hour Average	8-Hour Average	Peak Hour Average	8-Hour Average
NE corner of Harding Boulevard and East Roseville Parkway	11.5	6.9	11.5	6.9	13.1	7.9	10.1	10.9 *	8.7	5.2	10.1	10.9 *
SE corner of Harding Boulevard and East Roseville Parkway	11.8	7.1	11.8	7.1	13.8	8.3	10.7	11.2 *	7.0	4.2	10.7	11.2 *
SW corner of Harding Boulevard and East Roseville Parkway	9.9	5.9	9.9	5.9	12.5	7.5	17.0	10.2 *	8.8	5.3	17.0	10.2 *
NW corner of Harding Boulevard and East Roseville Parkway	13.7	8.2	13.3	8.0	14.7	8.0	19.0	11.4 *	8.9	5.3	19.0	11.4 *
NE corner of Taylor Road and Highway 65 Bypass	8.0	4.8	7.9	4.7	8.5	5.1	8.5	5.1	8.5	5.1	8.5	5.1
SE corner of Taylor Road and Highway 65 Bypass	6.9	4.1	6.9	4.1	9.4	5.6	9.2	5.5	9.2	5.5	9.2	5.5
SW corner of Taylor Road and Highway 65 Bypass	7.3	4.4	7.3	4.4	9.2	5.5	9.1	5.5	9.1	5.5	9.1	5.5
NW corner of Taylor Road and Highway 65 Bypass	8.2	4.9	8.2	4.9	9.6	5.8	10.0	6.0	10.0	6.0	10.0	6.0
NE corner of Douglas Boulevard and Sunrise Avenue	10.1	10.9 *	15.2	9.1 *	14.0	6.4	14.4	8.6	14.4	8.6	14.4	8.6
SE corner of Douglas Boulevard and Sunrise Avenue	10.1	10.9 *	15.2	9.1 *	14.2	8.5	14.4	8.6	14.4	8.6	14.4	8.6
SW corner of Douglas Boulevard and Sunrise Avenue	20.8 *	12.5 *	13.0	7.8	11.8	7.1	12.1	7.3	12.1	7.3	12.1	7.3
NW corner of Douglas Boulevard and Sunrise Avenue	10.1	10.9 *	13.0	7.0	12.4	7.7	13.1	7.9	13.1	7.9	13.1	7.9
NE corner of Taylor Road and Eureka Road	5.8	3.5	6.6	4.0	6.9	4.1	6.7	4.0	6.7	4.0	6.7	4.0
SE corner of Taylor Road and Eureka Road	6.0	3.6	6.8	3.6	6.3	3.8	7.0	4.2	6.2	3.7	7.0	4.2
SW corner of Taylor Road and Eureka Road	6.2	3.7	6.2	3.7	6.8	4.1	6.9	4.1	6.9	4.1	6.9	4.1
NW corner of Sunrise Avenue and Eureka Road	5.4	3.2	6.7	4.0	10.2	5.1	10.8	6.5	10.8	6.5	10.8	6.5
SE corner of Sunrise Avenue and Eureka Road	3.6	2.2	3.4	2.0	5.7	3.4	6.1	3.7	6.1	3.7	6.1	3.7
SW corner of Sunrise Avenue and Eureka Road	5.4	3.2	5.1	3.1	9.2	5.5	9.6	5.0	9.6	5.0	9.6	5.0
NW corner of Sunrise Avenue and Eureka Road	5.7	3.4	6.3	3.8	8.2	4.9	8.5	5.1	8.5	5.1	8.5	5.1
NE corner of Douglas Boulevard and East Roseville Parkway	16.3	9.8 *	8.0	4.8	13.7	8.2	15.0	9.0	13.8	8.3	15.0	9.0
SE corner of Douglas Boulevard and East Roseville Parkway	17.2	10.3 *	7.8	4.7	15.4	9.2 *	16.4	9.8 *	12.9	7.7	16.4	9.8 *
SW corner of Douglas Boulevard and East Roseville Parkway	15.5	9.3 *	6.3	3.8	11.9	7.1	12.5	7.5	11.9	7.1	12.5	7.5
NW corner of Douglas Boulevard and East Roseville Parkway	16.2	9.7 *	7.1	4.3	12.1	7.3	12.9	7.7	12.9	7.7	12.9	7.7
NE corner of Sunrise Avenue and East Roseville Parkway	3.6	2.2	3.8	2.3	5.4	3.2	5.6	3.4	5.6	3.4	5.6	3.4
SE corner of Sunrise Avenue and East Roseville Parkway	4.1	2.5	4.2	2.5	6.3	3.8	6.9	4.1	6.2	3.7	6.9	4.1
SW corner of Sunrise Avenue and East Roseville Parkway	4.2	2.5	4.4	2.6	6.4	3.8	6.9	4.1	6.3	3.8	6.9	4.1
NW corner of Sunrise Avenue and East Roseville Parkway	3.5	2.1	3.6	2.2	5.3	3.2	5.7	3.4	5.7	3.4	5.7	3.4

Notes:  
 - Asterisks indicate a violation of a CO standard.  
 - Federal and state 8-hour standards for CO = 9 parts per million (ppm).  
 - Federal 1-hour standard for CO = 35 ppm.  
 - State 1-hour standard for CO = 20 ppm.  
 - Results based upon CALINE3 dispersion model.  
 - 8-hour average values = 0.60 x peak 1-hour average values.  
 - 2005 lower intensity alternative CO concentrations from Table 17-16, page 17-37 of the Draft EIR.  
 - Background concentrations from Table 17-16, page 17-37 of the Draft EIR.

TABLE 4-2. REGIONAL POLLUTANT EMISSIONS FOR THE YEAR 2005 WITH PROPOSED PROJECT

LAND USE	TRIP TYPES	TRIPS BY			AVERAGE TRIP LENGTH	VMT BY CATEGORY	ROG RATE (G/MI)	NOX RATE (G/MI)	ROG EMISSIONS (LB/DAY)	NOX EMISSIONS (LB/DAY)
		TRIP TYPE	TRIP	TRIP						
R-5.5	H-W	719.2	8.49	6,105.8	1.44	0.97	19.4	13.1		
	OTHER	2,625.7	6.45	16,929.7	1.26	1.07	47.0	39.9		
R-9	H-W	545.8	8.49	4,633.9	1.44	0.97	14.7	9.9		
	OTHER	3,565.9	6.45	22,992.0	1.26	1.07	63.9	54.2		
R-10	H-W	497.6	8.49	4,225.0	1.44	0.97	13.4	9.0		
	OTHER	3,251.3	6.45	20,963.3	1.26	1.07	58.2	49.5		
R-12	H-W	412.5	8.49	3,501.9	1.44	0.97	11.1	7.5		
	OTHER	2,612.3	6.45	16,843.4	1.26	1.07	46.8	39.7		
SUBTOTAL		14,230.3	6.76	96,194.9			274.5	222.8		
HC	H-W;O-W	482.7	7.76	3,744.4	1.24	1.05	10.2	8.7		
	OTHER	27,826.8	6.01	167,299.1	0.95	1.15	350.4	424.2		
CC	H-W;O-W	466.4	7.76	3,618.3	1.24	1.05	9.9	8.4		
	OTHER	30,170.0	6.01	181,386.4	0.95	1.15	379.9	459.9		
RC	H-W;O-W	525.6	7.76	4,077.3	1.24	1.05	11.1	9.4		
	OTHER	33,997.3	6.01	204,397.0	0.95	1.15	428.1	518.2		
BP	H-W;O-W	21,450.0	7.76	166,387.4	1.24	1.05	454.9	385.2		
	OTHER	2,803.9	6.01	16,857.6	0.95	1.15	35.3	42.7		
R&D	H-W;O-W	13,213.0	7.76	102,493.5	1.24	1.05	280.2	237.3		
	OTHER	1,727.2	6.01	10,384.1	0.95	1.15	21.7	26.3		
SUBTOTAL		132,663.0	6.49	860,645.0			1,981.7	2,120.2		
TOTALS		146,893.3	6.51	956,839.9			2,256.3	2,343.1		

Notes: Average trip lengths based on data from 1979 Sacramento Area Transportation Study (SATS) model run.

Vehicle emission rates based on EMFAC6D model run for year 2000, 0-1.5% heavy trucks, 43.6-59.8% cold starts, 20-30 mph average speeds, and 80 degrees F. Trip rates reflect year 2005 conditions for the Proposed Project.

Table 4-3. Comparison of Regional Pollutant Emissions at the Year 2005:  
 No-Project, Lower Intensity Alternative, and Proposed Project

Type of Emission	Year 2005 With No-Project			Year 2005 With Lower Intensity Alternative			Year 2005 With Proposed Project		
	Pounds Per Day	Tons Per Day	Percent of County / Air Basin Total	Pounds Per Day	Tons Per Day	Percent of County / Air Basin Total	Pounds Per Day	Tons Per Day	Percent of County / Air Basin Total
Reactive Organic Gases	0	0.00	0.00%	1711	0.86	3.78%	2256	1.13	4.98%
Nitrogen Oxides	0	0.00	0.00%	1777	0.89	3.74%	2343	1.17	4.93%

Note: County / Air Basin Total refers to year 2000 estimate of emissions in the Placer County portion of the Mountain Counties Air Basin.

the ROG and NO<sub>x</sub> emissions, and the Year 2000 emissions for the Mountain Counties Air Basin portion of Placer County.

Development of the Proposed Project at the Year 2005 would result in approximately 1.13 tons per day of ROG emissions and 1.17 tons per day of NO<sub>x</sub> emissions. This represents 4.98 percent and 4.93 percent of the Placer County portion of the Mountain Counties Air Basin total of ROG and NO<sub>x</sub> emissions, respectively.

For comparison purposes, this scenario would result in approximately one-third more emissions than the Lower Intensity Alternative.

Because the Sacramento Air Quality Plan does not project attainment of the ozone air quality standard, and because the regional air quality impact would be focused in an area downwind of the Plan area, the levels of emissions increase described above are considered to be a potentially significant impact. A substantially less intensive level of development would need to be implemented to mitigate this impact to a less-than-significant level. For purposes of comparison, any project of substantial size would also result in a potentially significant impact. Implementation of the transportation system management measures described in the Mitigation Measures section of Chapter 7, Transportation of the Draft EIR, would, however, help to reduce this impact slightly.

Potential for Localized Carbon Monoxide Problems. Predicted worst-case carbon monoxide levels in the Year 2005 with the Proposed Project are shown in Table 4-1. Five receptors at two intersections (Harding Boulevard at East Roseville Parkway and Douglas Boulevard at East Roseville Parkway) are predicted to be in violation of the state and federal 8-hour CO standard of 9 ppm. This is considered a significant impact. All of these potential violations could be mitigated to a less-than-significant level by applying the mitigation measures described in the transportation portion of this chapter. This reduction of impacts is also shown in Table 4-1.

## Mitigation Measures

### Year 2005 With No Project

Implement Planned and Recommended Transportation Improvements. The Transportation section of this chapter outlines several improvements needed to accommodate cumulative development in the City without development in the Plan area. These improvements would reduce localized air quality impacts to a less-than-significant level except at two receptors at the northeast and southeast corners of Douglas Boulevard and Sunrise Avenue.

## Year 2005 With Proposed Project

Implement Planned and Recommended Transportation Improvements. Roadway improvement mitigation measures are described in the Transportation section of this chapter. Implementing these improvements would reduce localized carbon monoxide concentrations to a level below state and federal standards.

Air quality impacts involving regional pollution problems would not be mitigated by these improvements.

## Conclusions

The transportation and air quality analyses presented in this errata section, combined with the previous analysis of the Year 2005 with Lower Intensity Alternative, result in the following conclusions.

If no development were to occur in the Plan area, and the remaining portions of the City and County developed as projected, traffic conditions would require that a road be built across the Plan area to connect the eastern areas of the City and County to I-80. While total traffic volumes would be lower, localized air quality impacts would be greater. The reason for this is that traffic would be "funneled" through a roadway network that has substantially fewer roads than the Lower Intensity Alternative or Proposed Project. This reduced roadway network would result in higher traffic volumes and worse LOS at the intersections in the study area. The lack of urban development without the Plan area would also result in a lack of ozone precursors being emitted from the Plan area. This, in turn, would result in no regional air quality impacts from the Plan area. Development throughout the region would continue to result in ozone precursors.

Conversely, if the Plan area developed faster than other areas of the City and County, and the full Proposed Project were built out by the Year 2005, traffic mitigation greater than that needed for the Lower Intensity Alternative, but less than needed for Expected Buildout with Proposed Project, would be required. Traffic would be distributed over a more fully developed roadway network and result in lower traffic volumes and better LOS at individual intersections. Therefore, there would be fewer localized air quality impacts. Full buildout of the Plan area would result in substantial ozone precursor emissions. The amount of ozone precursor emissions would be greater than both No Project and Lower Intensity Alternative conditions.

Appendix A

WRITTEN COMMENTS

<u>Date</u>	<u>Person/Agency</u>	<u>Page</u>
Nov. 10, 1986	John B. Ohanian Office of Planning and Research	A-3
Oct. 29, 1986	Jack Poulsen Roseville Telephone Company	A-5
Nov. 3, 1986	Mike Dean Roseville City Attorney	A-6
Nov. 5, 1986	Jack C. Parnell California Department of Fish and Game	A-7
Nov. 6, 1986	Brian J. Smith Caltrans	A-10
Nov. 7, 1986	Donald R. Chew Public Utilities Commission	A-12
Nov. 13, 1986	Dr. Ronald L. Feist Eureka Union School District	A-13
Nov. 13, 1986	Robert N. Joehnck Town of Loomis	A-19
Nov. 14, 1986	Water/Sewer Division City of Roseville	A-20
Nov. 14, 1986	James F. Bush Roseville City School District	A-21
Nov. 14, 1986	James F. Bush Roseville Joint Union High School District	A-23
Nov. 14, 1986	Ron W. Hayes Roseville Police Department	A-25
Nov. 14, 1986	Kenneth A. Hough SACOG	A-26
Nov. 13, 1986	David E. Bingen Placer County Department of Public Works	A-28
Nov. 14, 1986	Douglas M. Fraleigh County of Sacramento Department of Public Works	A-32

<u>Date</u>	<u>Person/Agency</u>	<u>Page</u>
Nov. 3, 1986	Pat Gaffney County of Sacramento Department of Public Works Water Quality Division	A-33
Nov. 3, 1986	Jim Dixon County of Sacramento Department of Public Works Water Resources Division	A-34
Nov. 19, 1986	Paul R. Chesny Pacific Gas and Electric Company	A-36
Nov. 20, 1986	Ed Mahany City of Roseville Park and Recreation	A-44
March 2, 1987	James Boyd Air Resources Board	A-49

## OFFICE OF PLANNING AND RESEARCH

1400 TENTH STREET  
SACRAMENTO, CA 95814

November 10, 1986

Daniel E. Dameron  
City of Roseville  
316 Vernón Street  
Roseville, CA 95678Subject: Northeast Roseville Specific Plan  
SCH# 86042805

Dear Mr. Dameron:

The State Clearinghouse submitted the above named draft Environmental Impact Report (EIR) to selected state agencies for review. The review period is closed and the comments of the individual agency(ies) is(are) enclosed. Also, on the enclosed Notice of Completion, the Clearinghouse has checked which agencies have commented. Please review the Notice of Completion to ensure that your comment package is complete. If the package is not in order, please notify the State Clearinghouse immediately. Your eight digit State Clearinghouse number should be used so that we may reply promptly.

Please note that recent legislation requires that a responsible agency or other public agency shall only make substantive comments on a project which are within the area of the agency's expertise or which relate to activities which that agency must carry out or approve. (AB 2583, Ch. 1514, Stats. 1984.)

These comments are forwarded for your use in preparing your final EIR. If you need more information or clarification, we suggest you contact the commenting agency at your earliest convenience.

1-1

Please contact Peggy Osborn at 916/445-0613 if you have any questions regarding the environmental review process.

Sincerely,

A handwritten signature in cursive script, appearing to read "John B. Chanian".

John B. Chanian  
Chief Deputy Director  
Office of Planning and Research

cc: Resources Agency

Enclosures

**RECEIVED**  
NOV 12 1986

PLANNING DEPARTMENT

A-3

See NOTE below  
 SCH # 96042305

1. Project Title: Northeast Roseville Specific Plan  
 2. Lead Agency: City of Roseville 3. Contact Person: Daniel E. Dameron  
 3a. Street Address: 316 Vernon Street 3b. City: Roseville  
 3c. County: Placer 3d. Zip: 95672 3e. Phone: 916-731-0276  
 PROJECT LOCATION 4. County: Placer 4a. City/Community: Roseville  
 4b. Assessor's Parcel No.: \_\_\_\_\_ 4c. Section: \_\_\_\_\_ Twp: \_\_\_\_\_ Range: \_\_\_\_\_  
 5a. Cross Streets: Douglas Blvd./Sunrise Ave. 5b. For Rural, Nearest Community: \_\_\_\_\_

6. Within 2 miles: a. State Hwy # I-80 b. Air-ports \_\_\_\_\_ c. Rail-ways So. Pacific d. Water-ways \_\_\_\_\_  
 7. PROJECT TYPE: CEQA  
 01.  NP 06.  NE 02.  Daily Cons 07.  NC 03.  Neg Dec 08.  ND 04.  Draft EIR 05.  Amendment  
 05.  Supplement/ Subsequent EIR (Prior SCH No.: \_\_\_\_\_) 06.  Specific Plan 07.  Community Plan 08.  Redevelopment 09.  Annex 10.  Land Division (Subdivision, Parcel Map, Tract Map, etc.) 11.  Use Permit 12.  Waste Mgmt Plan 13.  Cancel Ag Preserve 14.  Other \_\_\_\_\_  
 09.  NEA 11.  Draft EIS 10.  FONSI 12.  EA 13.  Joint Document 14.  Final Document 15.  Other \_\_\_\_\_  
 10. TOTAL ACRES: 1632.8 11. TOTAL ACRES CANCELED: 18.026

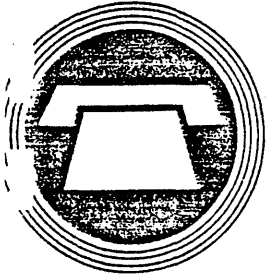
12. PROJECT ISSUES DISCUSSED IN DOCUMENT  
 01.  Aesthetic/Visual 08.  Flooding/Drainage 15.  Septic Systems 23.  Water Quality  
 02.  Agricultural Land 09.  Geologic/Seismic 16.  Sewer Capacity 24.  Water Supply  
 03.  Air Quality 10.  Jobs/Housing Balance 17.  Social 25.  Wetland/Riparian  
 04.  Archaeological/Historical 11.  Minerals 18.  Soil Erosion 26.  Wildlife  
 05.  Coastal Zone 12.  Noise 19.  Solid Waste 27.  Growth Inducing  
 06.  Economic 13.  Public Services 20.  Toxic/Hazardous 28.  Incompatible Landuse  
 07.  Fire Hazard 14.  Schools 21.  Traffic/Circulation 29.  Cumulative Effects  
 30.  Other \_\_\_\_\_  
 13. ESTIMATED (approx) Federal \$ \_\_\_\_\_ State \$ \_\_\_\_\_ TOTAL \$ \_\_\_\_\_

14. EXISTING LAND USE AND ZONING:  
 Zoning: Agriculture Land Use: Grazing, open space.  
 15. PROJECT DESCRIPTION:  
 Specific plan covering 1632.8 acres in Northeast Roseville. The plan proposes residential, commercial, office, R & D, open space, park and church uses. The document includes discussions of project goals, policies, standards, design and landscape guidelines, infrastructure provision and pricing.

CLEARINGHOUSE CONTACT:  
Peggy Astor  
 STATE REVIEW BEGAN: 10/10/86  
 DEPT. REVIEW TO AGENCY: 11/3/86  
 AGENCY REVIEW TO SCH: 11/7/86  
 SCH COMPLIANCE: 11/10/86

\* 30 day review period. Lead Agency has forwarded copies directly to Conservation & ARB

W/C	N/C	W/C	N/C
		<input checked="" type="checkbox"/>	2 CALTRANS 3
		<input checked="" type="checkbox"/>	CONSERVATION
	<input checked="" type="checkbox"/>		FISH/GAME
			HEALTH SVCS
			FOOD&AG
			POC
			GENERAL SVCS
			ARB
			REGION # 5 Sac.



ROSEVILLE TELEPHONE COMPANY

P.O. BOX 969 • ROSEVILLE, CALIFORNIA 95661  
TELEPHONE 786-6141 • AREA CODE 916

ROBERT L. DOYLE  
PRESIDENT, MANAGER  
THOMAS E. DOYLE  
SECRETARY

October 29, 1986

CITY OF ROSEVILLE ---  
Planning Department  
316 Vernon Street  
Roseville, CA 95678

RECEIVED  
OCT 30 1986

PLANNING DEPARTMENT

Re: Draft E.I.R. Northeast Roseville Specific Plan

Gentlemen:

We have reviewed the subject matter and would like to offer these comments:

- |    |   |     |
|----|---|-----|
| 1. | The entire project lies within the serving area of Roseville Telephone Company. Service will be provided in accordance with our filed tariffs.                              | 6-1 |
| 2. | Adequate facilities for service are now available, or will be provided as the project develops.   | 6-2 |
| 3. | Easements will be requested as the phases are developed. An exclusive easement will be required for a remote switching unit; the location of which is yet to be determined. | 6-3 |
| 4. | An estimate as to the scheduled construction of each phase would be helpful to us for planning and budgeting purposes.  | 6-4 |

Any other information that could be provided would be appreciated.

Sincerely,

Jack Poulsen  
Senior Engineer

JOP:kcm

REDI-NOTE

DATE 3 NOV 19 86

To Assist Planner Jamerson

SUBJECT DEIR / NCRSPA (14, 2-10)

Comments are generally the same as in our 9/18/86 memo re the ADER. In particular:

- o All facilities to be dedicated w/o cost.
- o Pay attention to shortage of park (open space doesn't count) & low cost housing
- o They need draft findings

SIGNED 

REDIFORM 45462  NO REPLY NECESSARY  REPLY REQUESTED - USE REVERSE SIDE  
 POLY PAK (50 SETS) 4P462 CARBONLESS

# Memorandum

To : 1. Gordon F. Snow, Projects Coordinator      Date : November 5, 1986  
           Resources Agency

2. Daniel E. Dameron  
           Roseville Planning Department  
           316 Vernon Street  
           Roseville, CA 95678

From : Department of Fish and Game

Subject: Draft Environmental Impact Report (EIR) for the Northeast  
 Roseville Specific Plan, Placer County (SCH 86042805)

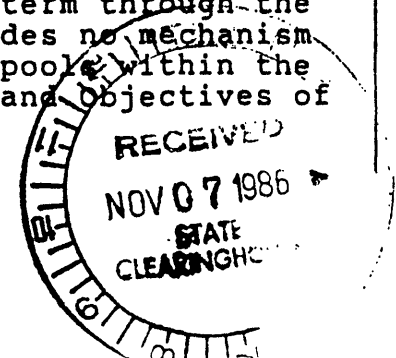
The Department of Fish and Game has reviewed the Draft EIR for the Northeast Roseville Specific Plan. This Specific Plan is a planning document for 1,633 acres to be developed as residential and commercial (851 acres), urban reserve (531 acres), and open space (84 acres), and park and agriculture (167 acres). The project is located just west of Interstate 80 within the City of Roseville.

Habitat of the project area consists of annual grassland (about 1,323 acres), northern volcanic mudflow, vernal pools (acreage unknown), oak woodland (about 258 acres), and riparian (about 310 acres). Significant resources include those plant and animal communities associated with the vernal pool and riparian habitats and the anadromous fishery associated with the stream environment. Vernal pools are located primarily north and south of Miner's Ravine Creek. Both areas were surveyed by the Draft EIR consultant, but only the areas north of Miner's Ravine were confirmed as highly suspicious sites to contain rare, threatened or endangered plant species. The north site is included within the urban reserve area of the specific plan. Although several permanent and intermittent streams are included in the Plan area, the majority of the riparian habitat is associated with Miner's Ravine and Secret Ravine creeks. These streams support from dense to patchy riparian communities. Historical Department of Fish and Game data and filed data collected by the consultant for this Draft EIR conclude that a small, but significant run of chinook salmon and steelhead trout occur in both Secret Ravine and Miner's Ravine creeks.

11-1

The project has the potential to seriously degrade or destroy plant and animal communities of significant value. The project will directly destroy those vernal pools in the southern portion of Miner's Ravine. The northern portion contains high quality vernal pools and will be protected in the short-term through the urban reserve zoning. This plan, however, provides no mechanism to assure protection of any of the known vernal pools within the plan areas. This is contradictory to the Goals and Objectives of the Roseville General Plan.

13-1



The project will remove or degrade significant acreages of valuable riparian habitat. Less than 84 acres of the 310 acres of riparian habitat will be protected through open space zoning. Removal will occur due to urban or commercial development. Indirect loss to habitat quality will occur as the result of increased levels of human disturbance. Although the project specifies that developments will not occur within the 100-year floodplain, there appears to be a disparity between onsite riparian acreage and acreage protected through open space zoning. A fire road crossing, a sewer system, and the development of a trail system through the riparian zone will additionally degrade and remove riparian habitat.

13-2

The project, through the significant development of impervious surfaces and the removal of riparian habitat for road crossings, sewer and trail systems can cause significant increases in water turbidity and temperature. Anadromous and resident fisheries can be seriously affected by these impacts upon water quality.

11-1

The Department of Fish and Game concurs with and supports the mitigation measures identified in this Draft EIR on pages 10-6 and 10-7, pages 11-12 through 11-17, and pages 13-17 through 13-21. These measures should be included in the Final EIR. We believe that additional measures should be incorporated in the EIR to comply with the City of Roseville's General Plan and to mitigate potentially significant adverse impacts to the environment. These additional mitigations include the following:

1. The vernal pool habitat located within the urban reserve area should be clearly delineated, and dedicated as open space. This reduces the potential cumulative impacts to vernal pool habitat in the Specific Plan Area and adheres to Goals and Objectives of the Roseville General Plan.
2. Feasible measures that will be incorporated to protect vernal pool habitats south of Miner's Ravine include incorporating existing vernal pools into proposed landscaping, fencing, and protected areas, as the Draft EIR recommends, protecting vernal pools along rights-of-way.
3. To reduce impacts to riparian habitat and to aid in mitigation of project impacts, all perennial streams should be protected from disturbance by the addition of a 100-foot nondevelopment setback buffer and a 50-foot nondevelopment setback buffer along all intermittent watercourses above the 100-year floodplain. Areas within these setbacks should be designated Open Space and delineated on project development maps.
4. Development of detention ponds in areas of known anadromous fish activity shall be constructed in a manner to allow for safe fish passage. Maintenance of ponds should be restricted to allow for revegetation with native plants. A stream

13-3

13-4

13-5

11-2

alteration agreement shall be obtained from DFG pursuant to Section 1603 of the Fish and Game Code after adoption of protective measures and development of a watercourse protection plan.

11-3  
(Cont

5. Detention ponds should be protected by the addition of a 100-foot nondevelopment setback buffer and the areas designated Open Space.

11-4

The City of Roseville and western Placer County are experiencing tremendous development pressures. Riparian and stream setbacks and vernal pool preservation are consistent themes we believe must be incorporated into all levels of planning in western Placer County.

Thank you for the opportunity to review this project. If we can be of further assistance, please contact James D. Messersmith, Regional Manager, Region 2, 1701 Nimbus Road, Rancho Cordova, CA 95670, telephone (916) 355-0922.

  
Jack C. Parnell  
Director

State of California

BUSINESS TRANSPORTATION & HOUSING AGENCY

MEMORANDUM

To: State Clearinghouse  
Office of Planning and Research  
Attention Peggy Osborn  
1700 Tenth Street  
Sacramento, CA 95814

Date: November 6, 1986  
FILE: U3-PIA-5U  
Northeast Roseville  
Specific Plan  
SCH No. 86042805

From: DEPARTMENT OF TRANSPORTATION - Telephone ATSS 457-4498  
District 3, P. O. Box 911, Marysville, CA 95901

Subject: Review Draft EIR for Northeast Roseville Specific Plan

Caltrans, District 3, has reviewed the draft EIR for the Northeast Roseville Specific Plan, a long-range planning document for a 1,632-acre area between Interstate 80 and Sierra College Boulevard.

Projections of available capacity on Interstate 80 may be optimistic. Congestion is occurring on Interstate 80 in Sacramento County west of the study area. The capacity provided by an additional lane in each direction would be filled by the year 2000 at current growth rates in the Sacramento Metropolitan Area. The increased demand on Interstate 80 capacity by out-of-state travelers and truckers may be higher than indicated in the document and will create the need for parallel facilities to serve local travel.

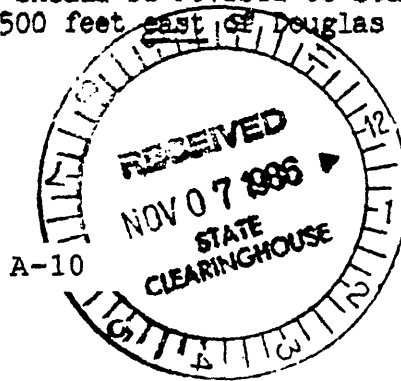
7-1

We wish to emphasize the importance of strong TSM measures and alternative transportation modes. The Circulation Element Objectives, item 2 on Page 2-9, "provide for alternatives to the automobile---." However, Phases I-V of the Land Use and Infrastructure Plan do not include facilities to promote alternatives. We recommend a more aggressive transit and TSM program, as discussed in Appendix 7-1.

7-2

On Page 7-3, paragraph 1 indicates that the Roseville Bypass project will widen Interstate 80 to 8 lanes between Douglas Boulevard and the new Highway 65 Interchange. This should be revised to state that the 8 lanes will extend from about 1,500 feet east of Douglas Boulevard to the new interchange.

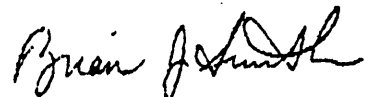
7-3



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State Clearinghouse  
Attention Peggy Osborn  
Page 2  
November 6, 1986

We would appreciate reviewing the final EIR for the Specific Plan.  
If there are any questions on these comments, please contact  
Mrs. Jeannie Baker, telephone (916) 741-4498.



Brian J. Smith  
Chief, Environmental Branch

## PUBLIC UTILITIES COMMISSION

505 VAN NESS AVENUE  
SAN FRANCISCO, CA 94102557-9884  
T. Joe

November 7, 1986

File: 183-31/EIR

Peggy L. Osborn  
Office of Planning & Research  
1400 Tenth Street, room 121  
Sacramento, CA 95814

Dear Miss Osborn:

This refers to the City of Roseville's draft Environmental Impact Report for the Northeast Roseville Specific Plan, SCH #86042805.

The staff has reviewed this matter and we find that the various impacts will not affect the railroad operations and grade crossing safety. We appreciate the opportunity to review this matter.

7-4

Very truly yours,

*DC*  
DONALD R. CHEW, Supervisor  
Transportation Projects Section  
Railroad Operations & Safety Branch  
Transportation Division

cc: Daniel E. Dameron  
City of Roseville  
316 Vernon Street  
Roseville, CA 95678**RECEIVED**  
NOV 12 1986

PLANNING DEPARTMENT.

RONALD L. FEIST, Ed.D.  
District Superintendent  
District Office — 791-4939

JANET A. SCHIMPF  
Principal  
Cavitt — 791-4152

RONALD G. WALKER  
Principal  
Eureka — 791-1115

DAVID R. FREEMAN  
Principal  
Greenhills — 791-4230

# EUREKA UNION SCHOOL DISTRICT

5477 EUREKA ROAD  
ROSEVILLE, CALIFORNIA 95678  
PLACER COUNTY

## TRUSTEES

GARRY L. GENZLINGER  
President

LYNDA L. LEITNER  
Clerk

WILLIAM R. MURCHISON

JOHN TANNER

November 13, 1986

REVE TAYLOR  
**RECEIVED**  
NOV 13 1986

Mr. Daniel E. Dameron  
Assistant Planner  
City of Roseville  
316 Vernon Street  
Roseville, California 95678

PLANNING DEPARTMENT

Dear Mr. Dameron:

The Eureka School District appreciates the opportunity to reply to the Draft E.I.R. for the Northeast Roseville Specific Plan (N.E.R.S.P.) The following suggestions are offered to help in the planning process:

1. The City of Roseville, the developer, and all other parties should be aware that Measure E (special tax on new housing units) is now in place and will continue through November 5, 1990. Please see the attached language and fees established by Measure E. 6-5
2. on January 1, 1987, AB 2926 will become law. One of the provisions of this law is that a school district may levy a fee of \$0.25 per square foot on business/professional, industrial, and commercial property. The Eureka District will most likely go through the hearing process to consider the collection of our portion of the \$0.25. If approved the by the Eureka Board of Trustes, the N.E.R.S.P. would be part of this program. 6-6
3. The developer's representative, Mr. Sam Miller, and I have discussed the possibility of a school site in the N.E.R.S.P. because of the number of students that will be generated. Current demographic information indicates that the Eureka Union School District will need three (3) school sites (K-3, 4-6, and 7-8) in the City of Roseville. This means that the Eureka District is willing to consider trading the K-3 site along Eureka Road for one in the N.E.R.S.P. area, provided a suitable school site can be found and the financial interest on the present site can be transferred. A site of approximately 8 usable acres will be adequate. The 6-7

Mr. Daniel Dameron  
Page Two  
November 13, 1986

N.E.R.S.P.

school site should not be on a major road. This is the main reason we are considering the transfer of the Johnson Ranch site. Eureka Road was upgraded during the planning process of Southeast Roseville Specific Plan, making the K-3 site less desirable because of the potential noise and traffic problems.

6-7  
(Cont

4. The E.I.R. discusses boundary adjustments (pages 6-33) and the project proponent recommends changes without a comprehensive analysis of the changes. Any boundary considerations will need to receive very careful study and analysis on the impacts to the respective school districts.

6-8

Thank you for the opportunity to participate in the E.I.R. process. The Eureka District would appreciate notification regarding any further public meetings or hearings on the N.E.R.S.P.

Sincerely,

EUREKA UNION SCHOOL DISTRICT



Dr. Ronald L. Feist  
District Superintendent

RLF:lrt  
Enclosures

cc: Board of Trustees  
Mr. Sam Miller

BEFORE THE GOVERNING BOARD OF THE  
EUREKA UNION SCHOOL DISTRICT

In the Matter of: A RESOLUTION  
PROPOSING THE ADOPTION OF A  
SPECIAL TAX TO RAISE REVENUE FOR  
NEW SCHOOL FACILITIES AND  
FURNISHINGS AND ORDERING A  
SPECIAL ELECTION THEREON;  
CONSOLIDATION OF ELECTIONS;  
SPECIFICATIONS OF THE  
ELECTION ORDER.

Resolution No. 85-86-20

The following RESOLUTION was duly passed and adopted by  
the Board of Trustees of the above entitled district at a  
regular meeting held on the 17th day of June, 1986, by the  
following vote on roll call:

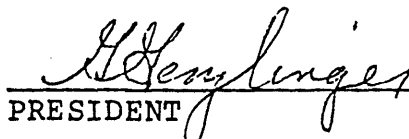
AYES: Genzlinger, Leitner, Murchison, Tanner, Taylor

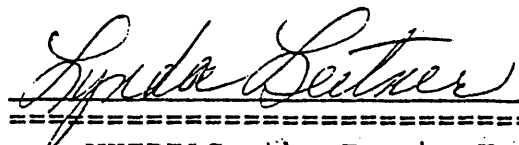
NOES: None

ABSENT: None

Signed and approved by me after its passage.

ATTEST:

  
PRESIDENT

  
Secretary/Clerk.

=====

WHEREAS, the Eureka Union School District takes pride in  
its history of providing high quality educational services  
to the elementary (K-8) students in the community. Having  
the proper facilities to house the students is essential to  
providing a quality education; and

WHEREAS, since November 7, 1978, the Eureka Union School  
District has been impacted due to the inadequacies of the  
impaction program (SB 201) and the limited resources in the  
State for school construction; and

WHEREAS, this Board has determined that it would be in  
the best interests of this District and the pupils thereof  
to finance new school facilities with the proceeds from a  
special tax; and

WHEREAS, Sections 50075-50077 of the Government Code  
authorize this District to order an election to allow the  
electorate to determine whether such special tax shall be  
levied; and

WHEREAS, after the giving of notice and the holding of a public hearing on the 17th day of June, 1986, this Board has determined that it is in the best interests of this District to submit to the qualified electors of this District the question of whether the Eureka Union School district should be authorized to levy a special tax for the construction and furnishing of new school facilities; and

WHEREAS, the electors who will be entitled to vote on this special tax measure shall be those electors who reside within the boundaries of the Eureka Union School District; and

WHEREAS, approval of two-thirds (2/3) of such electors voting upon the measure is required for the passage of said measure; and

WHEREAS, Section 5322 of the Education Code authorizes this Board to adopt the specifications of the election order as contained in this Resolution.

NOW, THEREFORE, the Governing Board of the above entitled district FINDS, DECLARES, RESOLVES AND ORDERS as follows:

1. A special election is hereby called and ordered to be held within the boundaries of the Eureka Union School District on the 4th day of November, 1986, at which election there shall be submitted to the qualified electors the following measure, to-wit:

EUREKA UNION SCHOOL DISTRICT

SPECIAL TAX FOR NEW SCHOOL FACILITIES AND FURNISHINGS

Shall the Eureka Union School District be authorized to levy a special tax for the sole purpose of constructing and furnishing new school facilities, and shall the appropriations limit of the district be increased by an amount equal to the special tax for a period of four (4) years beginning on November 4, 1986? The special tax shall be levied upon all persons receiving building permits for any new residential dwelling units at the following rates:

Single Family Detached	\$3,986
Duplexes or Halfplexes	2,392
Multiple Family	1,196
Mobile Homes in Parks	769

The foregoing rates shall be increased for inflation on July 1 of each fiscal year based on the Marshall-Swift index for school construction.

For the purposes of this measure the following terms shall apply:

- a. Building permits means new residential dwelling units. Non-residential structures are excluded as are remodeling and additions to existing residential units where less than three bedrooms are added.
- b. Single family detached: Including conventional subdivisions, mobile homes or single family lots, and all other buildings designed or intended for single or multiple family use which are not otherwise defined.
- c. Duplex or halfplex: Including conventional duplexes or halfplexes, and single family attached dwellings.
- d. Multiple Family: Including structures with three or more attached units.
- e. Mobile homes: In mobile home parks or subdivisions specifically designed for mobile homes.

2. The text of the aforementioned measure as displayed on each individual ballot shall be abbreviated and shall read as follows:

---

Eureka Union School District Special Tax for new school facilities and furnishings

---

Shall the Eureka Union School District be authorized to levy a special tax on new residential building permits for the sole purpose of constructing and furnishing new school facilities and shall the appropriations limit of the district be increased by an amount equal to the special tax for a period of four (4) years?	<u>Yes</u>
	<u>No</u>

---

3. The proceeds of this special tax shall be used solely and exclusively for the purpose of constructing and furnishing new school facilities for use by the pupils of the Eureka Union School District.

4. The special tax which will be levied on the issuance of all residential building permits except as otherwise

provided by this resolution and shall be due and payable to the Eureka Union School District prior to the issuance of said permits by either the County of Placer or City of Roseville. Upon receipt of this special tax, the Eureka Union School district shall provide the residential building permit applicant with a certificate indicating that said applicant has paid said special tax. The special tax shall not apply to the issuance of building permits on property where there is a valid agreement in effect on or before November 3, 1986 between the Developer and the District to provide adequate school facilities. The Board of Trustees shall have the power to exempt building permit applicants from the special tax upon application for good cause shown.

5. The Secretary of this Board shall immediately deliver a copy of this Resolution to the Board of Supervisors, County Clerk and County Superintendent of Schools of the County of Placer.

6. As provided in Sections 23300, et seq., of the elections Code, the aforementioned special school district election is hereby consolidated with the regular election of school board members to be held in the Eureka Union School District on the 4th day of November, 1986.

7. That the County Superintendent of Schools of the County of Placer and the County Clerk of the County of Placer are hereby requested and authorized to take all necessary steps to call and hold the election within the time and manner required by law.

# Town Of Loomis

P. O. Box 1327  
LOOMIS, CA 95650  
(916) 652-5555

RECEIVED  
NOV 17 1986

FROM THE OFFICE OF: Town Attorney

PLANNING DEPARTMENT

November 13, 1986

Mr. Steve Dillon  
Planning Director  
City of Roseville  
316 Vernon Street  
Roseville, Ca. 95678

Dear Mr. Dillon:

On behalf of the Town Council and the staff I would like to express appreciation to you for your presentation last Monday regarding the proposed Northeast Roseville Specific Plan. We were impressed with the sophistication of Roseville planning efforts as well as with your own presentation.

The Town will have no formal comment on the proposed plan at this time. The Town's main area of concern with the proposed plan is its impact on traffic in the Loomis Basin.

7-5

Again our thanks for your presentation.

Sincerely,

  
Robert W. Joehnck  
Town Attorney

RNJ:sm

cc: Mayor/Council

ENVIRONMENTAL IMPACT REPORT REVIEW

TO: Water/Sewer Division

FROM: Planning Department  
316 Vernon Street, City Hall  
Roseville, Calif. 95678

PROPOSED PROJECT: DRAFT EIR - NORTHEAST  
ROSEVILLE SPECIFIC PLAN

Date Sent: October 14, 1986

Date of Reply: November 14, 1986

- A. Please review the attached E.I.R. and plan as it relates to your Department, Agency, or District.
- B. Comments and recommendations should include whatever supportive information, facts, data, etc. are available.
- C. Please return comments and the E.I.R. to the Planning Department by: November 14, 1986  
date

INFORMATION NEEDED:

WASTEWATER LINES: All wastewater lines not shown in roadways shall be in roadways or other open spaces, they will not be permitted to traverse parking lots; residential neighborhoods or any other type of built-up area.

See Section 12.04 of Improvement Standards of the City of Roseville.

6-9

RECEIVED

OCT 21 1986

PLANNING DEPARTMENT

Your cooperation and contribution of data is essential in the environmental impact review progress. If you have any questions on the above project, do not hesitate to contact the Planning Department. Thank you.

*Sgt. V. Burke*



**Roseville**  
CITY SCHOOL DISTRICT

1000 DARLING WAY ■ P.O. BOX 1059 ■ ROSEVILLE, CALIFORNIA 95661-1059 ■ 916 / 786-5090  
SUPERINTENDENT/JOHN C. REINKING

BOARD OF EDUCATION / Norman Franklin ■ Jim Gardner ■ Guy R. Gibson ■ Carol S. Langley ■ George F. Richards, III

November 14, 1986

**RECEIVED**

NOV 14 1986

**PLANNING DEPARTMENT**

Mr. Daniel E. Dameron  
Assistant Planner  
Roseville Planning Dept.  
316 Vernon Street  
Roseville, CA 95678

Dear Mr. Dameron:

SUBJECT: Response to Draft EIR North East Area

Dear Mr Dameron:

Thank you for the opportunity to respond to the Draft EIR for the Northeast Roseville Specific Plan area.

The DEIR is correct in saying that the school facility financing issues are in a state of flux at this time. The Roseville City Elementary School District is pursuing implementation of an SB 201 Impact Fee program with the City of Roseville. However, any fee requested against new residential construction will have to be within the district's share of the \$1.50 per square foot cap approved by the state legislature. No other mitigation fee program can be implemented through the CEQA process. In addition to the \$1.50 per square foot for new residential construction, the state allows the school district to implement a \$.25 per square foot for commercial/industrial/professional office/new construction. The school district expects to implement this fee soon after the first of the year.

6-10

It also should be pointed out that the Roseville City School District grew over 12% during the past year, which is substantially longer than indicated in the EIR (Page 6-29). The total enrollment of the district is 3,733 students.

6-11

The discussion of boundary adjustments on Page 6-33 does not represent the wishes of the Roseville City Elementary School District's Board of Education. The Board does not wish to acquire any large areas of the Eureka School District in this area.

6-12

The district will consider boundary changes only when they are minor and will create better attendance boundaries for existing schools and reduce land use conflict such as developing

6-13

-2-

neighborhoods with school boundaries.

Respectfully submitted,

A handwritten signature in cursive script that reads "James F. Bush".

James F. Bush  
Facility Planner

JFB:pjd

cc: Charles Emerson, Interim Superintendent  
Suellen Fegles, Superintendent



# Roseville Joint Union High School District

DISTRICT OFFICE  
120 MAIN STREET, ROSEVILLE, CALIFORNIA 95678 • (916) 786-2018

KENNETH G. SAHL, District Superintendent

BOARD OF TRUSTEES  
NORMA ANDERSON  
JIM GARDNER  
CAROL HAMEL  
ROBERT McCARTHY  
MICHAEL J. TOTARO, MD

November 14, 1986

Mr. Daniel E. Dameron  
Assistant Planner  
Roseville Planning Dept.  
316 Vernon Street  
Roseville, CA 95678

Dear Mr. Dameron:

SUBJECT: Response to Draft EIR North East  
Area

Dear Mr Dameron:

Thank you for the opportunity to respond to the Draft EIR for the Northeast Roseville Specific Plan area.

The DEIR is correct in saying that the school facility financing issues are in a state of flux at this time. The Roseville Joint Union High School District is pursuing implementation of an SB 201 Impact Fee program with the City of Roseville. However, any fee requested against new residential construction will have to be within the district's share of the \$1.50 per square foot cap approved by the state legislature. No other mitigation fee program can be implemented through the CEQA process. In addition to the \$1.50 per square foot for new residential construction, the state allows the school district to implement a \$.25 per square foot for commercial/industrial/professional office/new construction. The school district expects to implement this fee soon after the first of the year.

6-14

The Roseville Joint Union High School District is currently pursuing a new high school site on the east side of LSierra College Boulevard. It is expected that the project area will be within the attendance boundary of this new school. It is anticipated that the site will be designated by the end of the year, acquired in early 1987 and a school started as early as 1989/90 and completed by 1993/94 was a full 1,500 student campus.

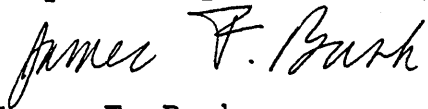
6-15

To finance this project, the district is investigating the formation of a Mello-Roos District of all major undeveloped land within the attendance area of this new school. The district requests that the EIR discuss this financing alternative and show it as a mitigation measure to help mitigate potential impaction problems.

-2-

Thank you, again, for allowing comments on this project.

Respectfully submitted,

A handwritten signature in cursive script that reads "James F. Bush".

James F. Bush  
Facility Planner

JFB:pjd

cc: Ken Sahl, Superintendent

TO: Police

FROM: Planning Department  
316 Vernon Street, City Hall  
Roseville, Calif. 95678

RECEIVED  
OCT 15 1986

James A. Hall, Chief of Police  
Roseville, California

PROPOSED PROJECT: DRAFT EIR - NORTHEAST  
ROSEVILLE SPECIFIC PLAN

Date Sent: October 14, 1986

Date of Reply: November 14, 1986

- A. Please review the attached E.I.R. and plan as it relates to your Department, Agency, or District.
- B. Comments and recommendations should include whatever supportive information, facts, data, etc. are available.
- C. Please return comments and the E.I.R. to the Planning Department by: November 14, 1986  
date

INFORMATION NEEDED:

- 1. The substantial traffic level increase in the Northeast Roseville Specific Plan will have a dramatic impact of police services. (i.e. increased accidents/services)
- 2. This project will require the hiring of additional Police Officers and the cumulative effect of other proposed projects within this area will produce impacts which necessitate the hiring of even more Police Officers.

The amount of personnel that will need to be hired for this project alone will be:

- 1 Administrator (Captain/Lieutenant)
- 1 Police Sergeant
- 1 Investigator
- 10 Patrol Officers
- 1 Police Technician
- 1 Special Services Clerk/Jailer
- 1 Police Service Aide
- 1/2 Animal Control Officer

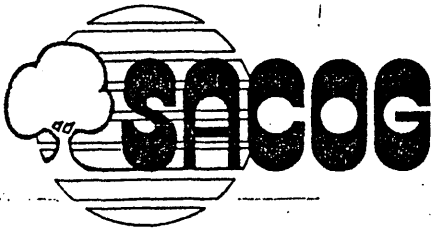
In addition, we will need two additional patrol cars; one motorcycle; one investigator's car; additional equipment to outfit the above personnel; additional facilities to handle the personnel; an addition to the Police Department building or a new building; and additional parking areas.

- 3. We can see that the policing of the greenbelt will be a separate program due to the severe landscape and the contour of the land. The Police Department will need further information on this area. For example, will there be a bike path, etc?
- 4. A project of this magnitude will also impact our court system and will need mitigating measures to solve the problems of the already over-burdened courts.

Your cooperation and contribution of data is essential in the environmental impact review progress. If you have any questions on the above project, do not hesitate to contact the Planning Department. Thank you.

JAMES A. HALL, POLICE CHIEF

BY Ron Hayes #4  
RON W. HAYES, CRIME PREVENTION



**Sacramento Area Council of Governments**

November 14, 1986

106 "K" Street, Suite 200  
Sacramento, California 95814  
(916) 441-5930

Mailing Address:  
P.O. Box 808  
Sacramento, California 95804

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FRED V. SCHEIDEGGER  
(Chairman)  
Vice Mayor, City of Folsom

GEORGE DEVERAUX  
(Vice Chairman)  
Vice Chairman  
Yuba County

HARRY CRABB, JR.  
Councilman, City of Roseville

GEORGE DeMARS  
Vice Chairman  
Yolo County

RONALD A. HAEDICKE  
Councilman, City of Marysville

LAWRENCE MARK  
Councilman, City of Yuba City

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Vice Mayor, City of Winters

TOM PFEFFER  
Chairman  
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LYNN ROBIE  
Councilwoman, City of Sacramento

TED SHEEDY  
Supervisor  
Sacramento County

JAMES E. WILLIAMS  
(Executive Director)

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- City of Woodland
- Yuba County
- City of Marysville
- City of Wheatland

Mr. Daniel E. Dameron  
Assistant Planner  
City of Roseville  
316 Vernon Street  
Roseville, CA 95678

RE: DEIR FOR THE NORTHEAST ROSEVILLE SPECIFIC PLAN

Dear Mr. Dameron:

SACOG staff have reviewed the subject report and offer the following comments:

- The last paragraph of page 7-3 states that none of the proposed beltway alternatives would transverse the portion of the plan area proposed for development. While the beltway alternatives being studied are only in a preliminary conceptual stage, the alignment proposed for Beltway Alternative 1-1 could possibly impact portions of plan parcels 1 and 21, which are identified as residential land uses. 7-7
- In order to avoid understating regional screenline traffic conditions, perhaps peak hour volumes should be evaluated as was done for local streets. 7-8
- The capacity analyses for screenlines compares total traffic demand for each screenline with total capacity for the screenline. To the extent that demand is not spread evenly over the various roads within a screenline, traffic problems will tend to be understated. 7-9
- The discussion of improvements proposed to meet future year traffic demand should include an analysis of how the improvements will be funded. 7-
- SACOG staff agree with the statement on page 17-39 that air quality impacts of the project will not be mitigated by the planned and recommended highway improvements. The air quality impacts will be significant. We also agree (page 17-35) that it is not possible to make a technical determination of consistency with the Air Quality Plan since the plan covers only the period through 1987. The intent of the Air Quality Plan, however, was to make progress toward achieving air quality standards. The EPA's 17-

Mr. Daniel E. Dameron

-2-

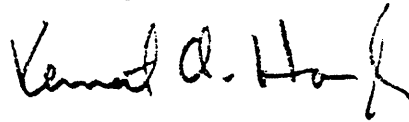
November 14, 1986

Reasonable Extra Efforts Program requires that intent to extend beyond 1987. The City of Roseville should require developers within the project area to develop specific air quality mitigation measures to significantly offset emissions resulting from each proposed development.

17-1  
(Cont

Thank you for your consideration of our comments.

Sincerely,



KENNETH A. HOUGH  
Supervising Planner

KAH:bb



PLACER COUNTY

RECEIVED  
NOV 19 1986

PLANNING DEPARTMENT  
DEPARTMENT OF PUBLIC WORKS

JOHN MACCOUN, Director  
County Engineer-Surveyor-Road Commissioner  
JACK WARREN, Assistant Director  
ALAN ROY, Assistant County Surveyor

OPERATING DIVISION.

- Administration
- Engineering
- Equipment Maintenance
- Road Maintenance
- Special Districts
- Surveying
- Transportation

Nov. 13, 1986

City of Roseville Planning Department  
316 Vernon Street  
Roseville, CA 95678

Re: DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE NORTHEAST  
ROSEVILLE SPECIFIC PLAN

Placer County Department of Public Works has reviewed the above  
referenced document and offers the following comments.

TRANSPORTATION

Placer County is circulating a Request for Proposal for a Traffic Study for the South Placer area. This study will include the transportation plans for the Cities of Roseville and Rocklin, along with portions of Sacramento County near the Sacramento/Placer County line. The Northeast Specific Plan area that this EIR addresses will be included in the traffic study. The ultimate goal of the traffic study is to coordinate the transportation systems of the various jurisdictions and to provide a compatible funding mechanism(s) for the construction of these facilities as they are needed.

7-1

Placer County has initiated two programs for funding needed improvements within the area that is affected by this Plan. The first program, the Highway 65 Bypass Interchange Improvement Program, affects the unincorporated area of Placer County north of Roseville. This program requires the payment of specific fees based on traffic generated by each project, prior to the issuance of a building permit. These fees are earmarked for the upgrading of four interchanges along the Highway 65 Bypass from at-grade intersections to full grade-separated interchanges when traffic conditions warrant it. Interchanges affected by the program include Harding Blvd., Carlsberg, Blue Oaks Blvd., and Sunset Boulevard. The financing of these interchanges at a future date should be reviewed. This Specific Plan area, as well as other areas of the City of Roseville, receive a direct benefit from these interchanges. A financial mechanism, which includes zones of benefit, pro-rata costs, etc., needs to be addressed.

7-1

ROSEVILLE PLANNING DEPARTMENT

Re: Northeast Roseville Specific Plan

Draft EIR

Page 2

The second program is the Loomis Basin Major Arterial Capital Improvement Program. This program affects the unincorporated area of the County generally bounded by Horseshoe Bar Road to the north, Folsom Lake to to the east, the county line to the south, and the county\city lines to the west. This program also requires the payment of fees based on traffic generated by new development. The fees are for financing the improvements to the major arterials as shown on enclosed list.

7-13

Trip Generation\Levels of Service

In reviewing the trip generation rates and resulting Levels of Service (LOS) for the project, it appeared that increases in traffic from areas outside the study area was not considered. If the outside traffic was considered, then the Draft EIR should be more specific as to what assumptions were made for estimating the increases in traffic other than that generated by the Plan. The LOS should be calculated using the total traffic from this and other Plan areas (i. e., Loomis Basin General Plan, etc.) that affect these road systems.

7-14

Access and Circulation

The proposed access and circulation system should be reviewed with respect to the County's road plans. The East Roseville Parkway is proposed to end at Sierra College Blvd. The County is planning a road alignment from this intersection easterly to Barton Road. This road would be a high-standard collector road with a somewhat meandering alignment. Eureka Road to the North is proposed to be a high-standard, four-lane arterial facility from Sierra College Blvd. to Auburn-Folsom Road. The EIR should address the alternative of switching Eureka Road and the proposed East Roseville Parkway terminus at Sierra College Boulevard due to the fact that the East Roseville Parkway, as proposed, would not directly connect to Auburn-Folsom Road and will thus have a limited capacity for through traffic.

7-15

ROSEVILLE PLANNING DEPARTMENT  
Re: Northeast Roseville specific Plan  
Draft EIR  
Page 3


HYDROLOGY AND WATER QUALITY

Placer County, along with the cities of Roseville, Rocklin, Lincoln, Loomis, Auburn, and Colfax, is in the process of setting up a county-wide flood control district. The EIR should address this. | 10-

Thank you for the opportunity of commenting on this draft EIR. If you have any questions or comments, please call David Bingen at 823-4747.

Sincerely,

PLACER COUNTY  
DEPARTMENT OF PUBLIC WORKS  
JOHN MACCOUN, DIRECTOR

  
\_\_\_\_\_  
DAVID E. BINGEN  
ASSISTANT CIVIL ENGINEER

DEB:db  
encl.

file:nerspeir

EXHIBIT C

CREDIT FOR IMPROVEMENTS TO PROJECTS IN THE CAPITAL IMPROVEMENT PROGRAM WILL BE GIVEN AS FOLLOWS;

THE CONSTRUCTION COST EQUALS ANY IMPROVEMENTS AS OUTLINED IN THE CAPITAL IMPROVEMENT PROGRAM.

$$\text{TOTAL CREDIT} = \frac{\text{COST OF ROAD PROJECT}}{\text{TOTAL PROGRAM COST}} \times \text{T. E. FEE}$$

PROJECTS

ROAD PROJECT	PROJECT ESTIMATE	PERCENT OF PROGRAM
DOUGLAS BLVD.	\$2,704,956	21.3%
AUBURN-FOLSOM ROAD	\$1,622,953	12.8%
ROCKLIN ROAD EXTENSION	\$2,609,473	20.5%
SIERRA COLLEGE BLVD.	\$1,066,573	8.4%
BALDWIN CONNECTOR	\$775,761	6.1%
EUREKA ROAD	\$1,141,320	9.0%
UPGRADE EUREKA ROAD	\$1,248,467	9.8%
UPGRADE OLD AUBURN ROAD	\$206,035	1.6%
BARTON ROAD	\$396,187	3.1%
SIGNALIZATION PROJECTS	\$950,000	7.5%
TOTAL	\$12,721,726	100.0%

MAXIMUM CREDIT EQUALS THE CONSTRUCTION COSTS. CREDIT SHALL NOT EXCEED THE ACTUAL CONSTRUCTION COSTS.



# COUNTY OF SACRAMENTO

## DEPARTMENT OF PUBLIC WORKS

COUNTY ADMINISTRATION BUILDING • ROOM 304 • 827 SEVENTH STREET  
SACRAMENTO, CALIFORNIA 95814 TELEPHONE: (916) 440-6581

November 14, 1986

RECEIVED  
NOV 20 1986

PLANNING DEPARTMENT

Daniel Dameron  
City of Roseville Planning Department  
316 Vernon Street  
Roseville, CA 95678

Re: Draft EIR - North East Roseville Specific Plan

Dear Mr. Dameron:

This is a response to your request for comments in association with the EIR initial study for North East Roseville.

I have attached responses from the Water Quality and Water Resources divisions of this department. At this time, the Highways and Bridges Division has no comments, but may have comments regarding the final EIR.

7-16

If you have any further questions or comments, please contact Anne DeStefano of my staff at 440-6575.

Yours truly,

Douglas M. Fraleigh, Director  
Department of Public Works

AD:mp

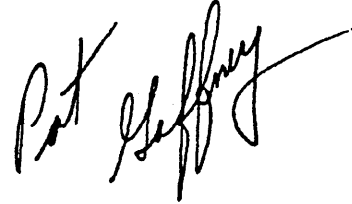
Attachments

**COUNTY OF SACRAMENTO**  
Department of Public Works  
Water Quality Division Memorandum

November 3, 1986  
G100.300

To: Anne DeStefano, Administration Services Division

From: Pat Gaffney, Water Quality Division



Subject: DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE NORTHEAST  
ROSEVILLE SPECIFIC PLAN

The area included in the referenced plan will not receive sanitary sewer service from either County Sanitation District No. 1 or the Sacramento Regional County Sanitation District. We therefore have no comments on the Draft EIR.

6-1

JPG:mm

cc: V. F. Scotti  
M. Arrant

**RECEIVED**  
NOV 4 1986  
Administrative Analysis  
Department of Public Works

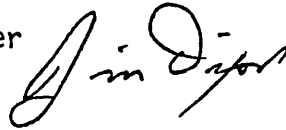
# COUNTY OF SACRAMENTO

## *Inter-Department Correspondence*

November 3, 1986

TO : ANNE DeSTEFANO  
Administrative Analysis Section  
Department of Public Works

FROM : JIM DIXON, Flood Control Engineer  
Water Resources Division  
Department of Public Works



SUBJECT : DRAFT E.I.R. - Northeast Roseville Specific Plan

The Water Resources Division has reviewed the subject Draft E.I.R. and offers the following comments:

1. Layout and design of the on-site drainage system must meet standards of the appropriate jurisdiction and conform to other requirements noted in the Final E.I.R. | 10-
2. This office concurs with the mitigating measures listed on page 10-6&7 of the Draft E.I.R. but, has some reservation on the proposed use of retention ponds to reduce peak runoff and thus reduce impacts on downstream reaches. Experience has shown that without detailed study and coordination these retention ponds may not function as designed and could possibly do more harm than good; especially in critical situation.

To date, there are at least three other projects proposed for the Northern areas of the City of Roseville. Most of the increased runoffs will eventually enter Dry Creek channel thus, putting more strain on the already-overloaded drainage downstream. It is likely that the same mitigating measure to minimize surface runoffs by using retention ponds will be proposed. If this is the case, all ponds must be carefully studied and their operations properly coordinated. | 10

ANN DeSTEFANO  
Administrative Analysis  
November 3, 1986  
Page Two

3. The Corps of Engineers is investigating and doing a study on the flooding problem within the Dry Creek watershed. We expect that the Final E.I.R. will conform with the Corps' findings and recommendations as to how the flooding in the Dry Creek watershed could be handled. | 10-
4. It is our understanding that communities along, and especially downstream of Dry Creek in Sacramento County, are considering forming a flood control district. Contact and/or coordination with these communities are strongly suggested to find a workable solution for a basin-wide problem. | 10.

If you have any questions, please contact Jim Dixon at X6851.

JD:dn/ro  
File/Winn

PACIFIC GAS AND ELECTRIC COMPANY

PG&E + 1050 HIGH STREET • AUBURN, CALIFORNIA 95603 • (916) 885-2431

RECEIVED  
NOV 20 1985

Mr. D. E. Dameron  
Roseville Planning Department  
316 Vernon Street  
Roseville, CA 95678

PLANNING DEPARTMENT

Dear Mr. Dameron:

We appreciate your invitation to submit our comments regarding the "Draft Environmental Impact Report for the Northcentral and Northwest Roseville Specific Plans". Our comments and suggestions are addressed to that area in which we are knowledgeable, i. e. gas and electric resources and rates and how they may affect the citizens of Roseville.

As stated in your Draft Study, growth contemplated in the northwest and northcenter Roseville areas will require a major expansion of electric and natural gas distribution facilities and electric resources. It appears that electric demands on the City of Roseville system will more than double. Since inexpensive federal (WAPA) power is now fully allocated, the City will seek new and expensive power sources on its own or through NCPA.

6-2

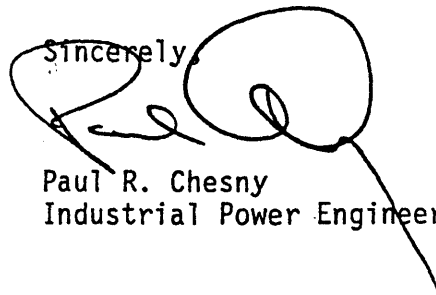
It is evident that the cost of any power derived from new sources will be much higher than power from the city existing sources. How much will the area growth raise the electric rates? What class and group of customers bear the increases? What are the alternatives? We feel that a complete report should address these issues.

Of course, these same questions can be posed for all other energy sources including natural gas. PGandE has gas distribution and transmission facilities in the proximity of the areas under study. Gas services, when requested, will be supplied in accordance with our Rules 15 and 16 on file with the California Public Utility Commission at the time such service is established. PGandE has adequate gas resources contracted.

Increased gas sales, the product of the area growth, would have the result of better utilization of gas distribution and transmission facilities which in turn would assist in rate stabilization.

We hope you find our comments constructive.

Sincerely,



Paul R. Chesny  
Industrial Power Engineer

PRC:lnl  
cc: Bob Languell  
R. C. Fuller Assoc.



RULE 15 -- GAS MAIN EXTENSIONS

(T)

Extension of gas distribution mains necessary to furnish permanent gas service to applicants will be made by the Utility in accordance with the following provisions:

A. General: The Utility will construct, own, operate and maintain gas distribution main extensions only along public streets, roads and highways which the Utility has the legal right to occupy, and on public lands and private property across which rights of way satisfactory to the Utility may be obtained without cost or condemnation by the Utility.

B. FREE EXTENSIONS TO INDIVIDUAL APPLICANTS FOR PRIORITY P1 SERVICE

1. FREE FOOTAGE ALLOWANCES

Gas main extensions will be made by the Utility at its own expense provided the length of main required does not exceed the free length as determined from the following allowances:

a. RESIDENTIAL USE

For space heating equipment:

- For the first 10,000 Btu per hr. input capacity . . . . . 7 feet
- Additional, per 10,000 Btu per hr. input capacity . . . . . 5 feet
- For each gas range customer . . . . . 50 feet
- For each automatic storage type gas water heater customer . . . . . 80 feet
- For each gas refrigerator customer . . . . . 10 feet
- For each gas clothes dryer customer . . . . . 10 feet
- For air conditioning equipment of 10,000 Btu per hr. input capacity or more, 10,000 Btu per hr. input capacity . . . . . 20 feet
- For each swimming pool heater customer . . . . . 20 feet

b. USE OTHER THAN RESIDENTIAL

For space heating equipment:

- For the first 10,000 Btu per hr. input capacity . . . . . 7 feet
- Additional, per 10,000 Btu per hr. input capacity . . . . . 5 feet
- For cooking, per 10,000 Btu per hr. input capacity . . . . . 7 feet
- For incidental domestic water heater or refrigerator on commercial premises the allowances of B.1.a. apply.
- For all other equipment of 10,000 Btu per hr. input capacity or more, per 10,000 Btu per hr. input capacity . . . . . 20 feet

2. CONDITIONS

- a. SEASONAL, INTERMITTENT AND STANDBY SERVICE: When an applicant will use gas service in establishments occupied seasonally or intermittently, as in seasonal resorts, cottages or other part-year establishments, one half of the allowance provided above will apply. No allowance will be made for equipment used for standby or emergency purposes only.
- b. LENGTH AND LOCATION: The length of main required for an extension will be considered as the distance along the shortest practical route, as determined by the Utility, from the Utility's nearest distribution main.

3. MAIN EXTENSIONS BEYOND THE FREE LENGTH

a. ADVANCES

- (1) Extensions of mains beyond the free length will be made by the Utility provided applicants for such extensions advance to the Utility \$7.45 for each foot of main in excess of the free length. If the applicant exercises the competitive bidding option available under Section B.3.b., the Utility will determine the estimated unit cost per foot for that specific installation. All extensions will be owned, operated and maintained by the Utility. (N)
- (2) In cases where more than one applicant is to be served from the same extension, the total free length thereof will equal the sum of the individual allowances made to each applicant as computed in accordance with Section B.1. The amount to be advanced by the members of the group shall be apportioned among them in such manner as they shall mutually agree upon. (N)

(Continued)



RULE 15 -- GAS MAIN EXTENSIONS (Continued)

B. FREE EXTENSIONS TO INDIVIDUAL APPLICANTS FOR PRIORITY P1 SERVICE (Cont'd.)

3. MAIN EXTENSIONS BEYOND THE FREE LENGTH (Cont'd.)

b. OPTIONS

- The applicant may elect one of the following options: (N)
- (1) That the Utility install the extension at its system average cost of \$7.45 per foot; or
  - (2) Competitive bidding for completion of the extension, with the Utility as one of the competitive bidders. A Utility job-specific cost estimate shall be provided to an applicant only when such applicant opts for competitive bidding.

Once the option has been selected by the applicant of either system average cost, under Section B.3.b.(2), the selection is final. Completion of the installation by the Utility under the competitive bidding option shall require an applicant advance based on the Utility's job-specific estimated-installed cost.

The applicant may elect to install all of the necessary line extension facilities, as provided for in this Rule under Section E.8. In this case, the Utility's job-specific estimated cost of the installation shall be subject to all refundable and nonrefundable provisions of this Rule, except that the cost of Utility inspection shall be nonrefundable. (N)

c. METHOD OF REFUND

The amount subject to refund in accordance with Section B.3 hereof will be refunded as follows: (T)

- (1) Refunds will be predicated on connection of separately metered permanent Priority P1 load and/or customers; will be made without interest; and will be made within ninety days after date of first service to such load and/or customer, except that refunds may be cumulated to \$25.00 minimum or the total refundable balance if less than \$25.00 before each refunding. (T)
- (2) For such load and/or customer the Utility will refund an amount based on the footage that the allowable free length under Section B exceeds the length of main (if any) required to serve, multiplied by the unit cost per foot specified in Section B.3.a(1) applicable at the time the extension was originally constructed. If the applicant elects the option available in Section E.8, the refund will be based on the estimated unit cost per foot for that specific installation. (N)
- (3) Refunds also will be made for the appliances and the load specified in Section B.1 permanently installed in excess of the load contracted for originally, when added within one year of first taking service. Such refund will be made within ninety days after the Utility receives notice of the addition by the customer. (N)
- (4) Where there is a series of extensions on any of which an amount is still refundable, and the Utility makes succeeding free extensions with excess allowances or where additional load or customers connect to succeeding extensions, refunds will be made to repay in turn each of such amounts which remain refundable beginning with the first in series from the original point of supply. (T)
- (5) When two or more parties make a joint advance on the same extension, refundable amounts will be distributed to these parties in the same proportion as their individual advances bear to their total joint advance.
- (6) No payment will be made by the Utility in excess of the refundable amount nor after a period of ten years from the date the Utility is first ready to render service from the extension, and any unrefunded amount remaining at the end of the ten-year period will become the property of the Utility. (T)

C. MAIN EXTENSIONS TO SERVE SUBDIVISIONS, TRACTS, HOUSING PROJECTS AND MULTI-FAMILY DWELLINGS

1. ADVANCES

Gas distribution main extensions to and/or in subdivisions, housing projects, and multi-family dwellings will be constructed, owned and maintained by the Utility in advance of applications for service by ultimate users only when the entire estimated cost of such extensions, as determined by the Utility, is advanced to the Utility; however, the payment of the portion of such advance as the Utility estimates would be refunded within six months under other provisions of this extension rule shall be

(Continued)



RULE 15 -- GAS MAIN EXTENSIONS (Continued)

C. MAIN EXTENSIONS TO SERVE SUBDIVISIONS, TRACTS, HOUSING PROJECTS AND MULTI-FAMILY DWELLINGS (Cont'd.)

1. ADVANCES (Cont'd.)

postponed for six months if the subdivider-builder furnishes to the Utility evidence that he has received state and local authorizations to proceed promptly with construction and that he has adequate financing, and provided further that the subdivider-builder agrees in writing in his contract for the extension to pay immediately at the end of six months all amounts not previously advanced which are not then refundable. At the end of such six-month period, the Utility shall collect all such amounts not previously advanced which are not then refundable.

An applicant may elect to install facilities as provided in Section E.8. (N)

2. METHOD OF REFUND

The amount subject to refund in accordance with Section C.1 hereof will be refunded as follows: (T)

- a. Refunds will be predicated on connections of separately metered permanent Priority P1 service load and/or customer; will be made without interest; and will be made within ninety days after date of first service to such load and/or customer, except that refunds may be accumulated to \$25.00 minimum or the total refundable balance if less than \$25.00 before each refunding. (T)
- b. For such load and/or customer the Utility will refund an amount based on the footage that the allowable free length under Section B exceeds the length of main (if any) required to serve, multiplied by the unit cost per foot specified in Section B.3.a. applicable at the time the extension was originally constructed. (T)
- c. Refunds also will be made for the appliances and the load specified in Section B.1 permanently installed in excess of the load installed originally when added within one year of first taking service. Such refunds will be made within ninety days after the Utility receives notice of the addition by the customer. (T)
- d. Where there is a series of extensions, on any of which an advance is still refundable, and the Utility makes succeeding free extensions with excess allowances or where additional load or customers connect to succeeding extensions, refunds will be made to repay in turn each of such amounts which remain refundable beginning with the first in series from the original point of supply. (T)
- e. When two or more parties make a joint advance on the same extension, refundable amounts will be distributed to such parties in the same proportion as their individual advances bear to the total joint advance. (T)
- f. No payment will be made by the Utility in excess of the refundable amount nor after a period of ten years from the date the Utility is first ready to render service from the extension, and any unrefunded amount remaining at the end of the ten-year period will become the property of the Utility. (T)

3. EXTENSIONS TO SERVE INDIVIDUALS

- a. Extensions to serve individual applicants for service in real estate subdivisions will be made in accordance with Section B hereof.

D. MAIN EXTENSIONS TO APPLICANTS FOR OTHER THAN PRIORITY P1 SERVICE

Extensions of distribution mains and/or enlargements of existing distribution main capacities to furnish service other than Priority P1 service will be installed, owned, and maintained by the Utility provided: (1) in the Utility's opinion, adequate supplies of gas are, and will continue to be, available for Priority P1 service, and (2) the cost of such extension and/or enlargement does not exceed one times the estimated annual revenue as determined by the Utility. Any additional extension and/or enlargement required will be installed, owned, and maintained by the Utility provided the applicant pays to the Utility an amount of money equal to the estimated cost of that portion of such extension or enlargement necessary to supply the applicant's load in excess of that installed at the Utility's expense. The amount so paid will be subject to refund in accordance with Section B.3.b herein. The Utility will require each applicant to execute an appropriate contract in the form which is on file with the Public Utilities Commission as part of the Utility's effective tariff schedules. The Utility will install, own, and maintain the necessary service regulators, meters, and services all in accordance with the provisions of Rules 16 and 20. An applicant may elect to install facilities as provided in Section E.8. (N)

(Continued)



RULE 15 -- GAS MAIN EXTENSIONS (Continued)

E. SPECIAL CONDITIONS

1. CONTRACTS

Each applicant for service and persons requesting an extension in advance of applications for service will be required to execute contracts covering the terms under which the Utility or the applicant will install the extension in accordance with the provisions of the tariff schedules. Such contracts shall be in the form on file with the Public Utilities Commission as part of the Utility's effective tariff schedule. (N)

These contracts will provide, among other things, that applicant will install, commence using in a bona fide manner within six months after the date of the completion of the main extension, and continue to so use for a period of three years, those appliances and items on which the Utility's allowances are based. Such contract will also provide that if any applicant fails to take service or fails to install one or more of the appliances or items contracted for, the Utility may calculate and bill the customer and the customer shall pay an amount according to the Utility's main extension rule in effect at the time the extension was made as though service had been requested on the basis of the actual appliances and equipment installed and utilized.

2. PERIODIC REVIEW

The Utility will review its known and estimated costs of construction of main extensions annually and shall prepare a contemplated tariff revision when such costs have changed by more than ten percent since the last revision of the charge for excess footage as used in Section B.3. Contemplated revisions of what, in the Utility's judgment, are proper and up-to-date costs, shall be submitted to the Commission for review in proposed form not less than thirty days prior to any contemplated filing date. (T)

3. ALTERNATIVE ROUTES

Where applicable laws or regulations prevent the utilization of what otherwise would be the shortest practicable route for main extensions for the purpose of delivering gas service to the applicant, the applicant shall, subject to the provisions of this Rule, provide the Utility an alternative right of way satisfactory to it. (N)

4. RULES PREVIOUSLY IN EFFECT

Amounts advanced under the conditions established by a rule previously in effect will be refunded in accordance with the requirements of such rule.

5. TEMPORARY SERVICE

Extensions for temporary service or for operations of a speculative character or of a questionable permanency will not be made under this Rule, but will be made in accordance with the rule pertaining to temporary service.

6. SERVICE FROM HIGH PRESSURE TRANSMISSIONS MAINS

The Utility will tap a gas transmission main only where conditions in its opinion justify such a tap. The facilities which constitute a transmission tap are dependent upon the size of the load, pressure and location of the tap, and will normally consist of a tap valve or Mueller tee, one or more stages of pressure regulation, pressure relief and shutoff facilities plus a liquid separator or filter and heater or dehydrator if required. The estimated installed cost of such facilities will be converted to equivalent main extension length by dividing such cost by the price per foot specified in Section B.3.a(1) hereof. The equivalent length so obtained will be added to the length of new main extension, if any, required to determine the total main extension length to which the regular provisions of this rule will then be applied.

7. EXCEPTIONAL CASES

In unusual circumstances, when the application of this Rule appears impractical or unjust to either party, the Utility or the applicant shall refer the matter to the Public Utilities Commission for special ruling or for the approval of special conditions which may be mutually agreed upon, prior to commencing construction.

(Continued)



RULE 15 -- GAS MAIN EXTENSIONS (Continued)

E. SPECIAL CONDITIONS (Cont'd.)

8. APPLICANT INSTALLATION

Subject to the refund and free footage provisions of this Rule, an extension may be installed by an applicant's qualified contractor/subcontractor in accordance with the Utility's design and specifications. Upon acceptance by the Utility, ownership of all such facilities will transfer to the Utility. The applicant shall pay to the Utility, subject to refund, any Utility costs associated with the extension, including the estimated costs of design, administration, and installation of any additional facilities and labor necessary to complete the extension. The Utility's total estimated installation cost is subject to the refund and free footage provisions of this Rule. The applicant shall pay to the Utility, as a nonrefundable amount, the cost of inspection. Only duly authorized employees of the Utility are allowed to connect to, disconnect from, or perform any work upon the Utility's facilities.

An applicant's Qualified Contractor/Subcontractor (QC/S) shall be as defined in Rule 1, Definitions.

Further, an applicant for service who intends to employ a QC/S should consider whether the QC/S:

- a. Is technically competent.
- b. Has access to proper equipment.
- c. Demonstrates financial responsibility commensurate with the scope of the contract.
- d. Has adequate insurance coverage (workers' compensation, liability, property damage).
- e. Is able to furnish surety bond for performance of contract, if required.

(N)

(N)

RULE NO. 16 -- GAS SERVICE EXTENSIONS

Extensions of gas distribution services necessary to furnish permanent gas service to applicants will be made by the Utility in accordance with the following rules:

A. SERVICE CONNECTIONS FOR PRIORITY P1 SERVICE

1. Upon application, the Utility will furnish and install at its own expense, a service pipe of suitable capacity from its gas main to the property line of property abutting upon any public street, highway, alley, lane or road along which it already has or will install street mains, and will install, at its own expense, a further extension of the private property or as much of such extension as may be necessary to reach a meter location that is satisfactory to the Utility based on 15 feet per customer for space heating gas use, 20 feet per customer for water heating gas use, 15 feet per customer for multi-burner gas range use, and 10 feet per customer for gas refrigerator use. For all other equipment of 10,000 Btu per hour input capacity or more, for each 10,000 Btu per hour input capacity or fraction thereof, an additional 5 feet will be installed at its own expense. The Utility will install that portion of each service in excess of the portion installed at Utility expense inside of the property line, subject to an advance to be paid by the applicant as set forth below.
2. In cases where the applicant's building is located a considerable distance from the main, or where service is taken off a high pressure transmission main, or where a hazard or obstruction such as plowed land between the gas main and the applicant's building prevents the Utility from prudently installing a service pipe, the Utility may, at its discretion, waive the above. In such cases the meter may be located at or near the applicant's property line, as close as practical to the Utility's main at a location agreed upon by the customer. Where these conditions exist, the Utility will install, at its own expense, service pipe only to the meter location.
3. SERVICE CONNECTION BEYOND THE FREE LENGTH
  - a. When the length of service connection on the applicant's premises, necessary to reach the approved meter location, exceeds the free allowance as stated above, the applicant shall pay to the Utility the cost of excess length at \$4.10 per foot of service pipe 2 inches in diameter or smaller.
  - b. The cost per foot per service pipe will be based upon the systemwide average unit cost of installing service pipe up to 2 inches in diameter during the preceding calendar year and will be revised and become effective in accordance with Section H below.
  - c. For service pipe larger than 2 inches in diameter, the Utility will charge the actual cost per foot, less the cost for a 1-inch service for a distance equal to the allowed free footage.
  - d. If, based upon the appliances or equipment found installed, there is a lesser allowance than that originally granted and an advance is required, additional to any prior advance made by the applicant, such additional advance shall be paid by the applicant.
  - e. If, based upon the appliances or equipment found installed, there is a greater allowance than that originally granted and the applicant has made an advance, an appropriate refund will be made within 90 days after notice to the company of such added appliances, providing these are added within one year of commencing service.

B. SERVICE CONNECTION FOR OTHER THAN PRIORITY P1 SERVICE

1. The entire cost of a service connection for service other than Priority P1 service shall be included in the determination of required investment for mains and services, and treated in accordance with the rule governing main extensions to these classes of customer.

C. ONE SERVICE PIPE FOR A SINGLE PREMISES

1. The Utility will not install more than one service pipe to supply a single premises, unless it is for the convenience of the Utility or an applicant requests an additional service and, in the opinion of the Utility, an unreasonable burden would be placed on the applicant if the additional service were denied. When an additional service pipe is installed under these conditions at the applicant's request, the applicant shall pay for the entire length of said additional service pipe at the price per foot stated above in Section A.3.
2. When a service extension is made to a meter location upon private property which is subsequently subdivided into separate premises, with ownership of portions thereof divested to other than the applicant or the customer, the company shall have the right, upon written notice, to discontinue service without obligation or liability. Gas Service, as required by said applicant or customer, will be re-established in accordance with the applicable provisions of the Company's rules.

(Continued)

Pacific Gas and Electric Company  
San Francisco, California

Revised Cal. P.U.C. Sheet No. 10012-G  
Canceling Original Cal. P.U.C. Sheet No. 5417-G

### RULE NO. 16

#### GAS SERVICE EXTENSIONS—Contd.

##### D. Branch Service

1. For additional dwelling units on the same or adjoining premises, the Utility will install a branch service at the option of the Utility, and will grant allowances on private property under the conditions as set forth in Sections A and B.

##### E. Relocation of Services

1. When in the judgment of the Utility the relocation of a service, including metering facilities, is necessary and is due either to the maintenance of adequate service or operating convenience of the Utility, the Utility normally shall perform such work at its own expense.
2. If relocation of service pipe is due solely to meet the convenience of the applicant or the customer, such relocation, including metering facilities, shall be performed by the Utility at the expense of the applicant or the customer.

##### F. Seasonal, Intermittent or Standby Service

1. When an applicant will use gas service in establishments occupied seasonally or intermittently, such as seasonal resorts and cottages or other part-time establishments, one-half of the allowance provided in Section A will apply. No allowance will be made for equipment used for standby or emergency purposes only.

##### G. Other Types of Service Connections

1. Where an applicant or customer requests another type of service connection such as stub services, curb meters and vaults, or service from transmission mains, the Utility will consider each such request and will grant such reasonable allowances as it may determine.

##### H. Periodic Review

1. The Utility will review its costs of construction of services annually and shall prepare a contemplated tariff revision when such costs have changed by more than 10 per cent since the last revision of the charge for excess footage as used in Section A.3. Contemplated revisions shall be submitted to the Commission for review in proposed form when prepared and not less than thirty days prior to any contemplated filing date.

##### I. Exceptional Cases

1. In unusual circumstances, when the application of this rule appears impractical or unjust to either party, the Utility or the applicant shall refer the matter to the Public Utilities Commission for special ruling or for the approval of special conditions which may be mutually agreed upon, prior to commencing construction.

##### J. Definitions

1. See Special Condition F of Rule No. 15.

PARK and RECREATION  
CITY OF ROSEVILLE

ENVIRONMENTAL IMPACT REPORT REVIEW

TO: OCT 16 1986 City of Parks & Recreation

FROM: Planning Department  
316 Vernon Street, City Hall  
Roseville, Calif. 95678

Rec'd By \_\_\_\_\_

Filed By \_\_\_\_\_ App. \_\_\_\_\_

PROPOSED PROJECT: DRAFT EIR - NORTHEAST  
ROSEVILLE SPECIFIC PLAN

Date Sent: October 14, 1986

Date of Reply: November 14, 1986

- A. Please review the attached E.I.R. and plan as it relates to your Department, Agency, or District.
- B. Comments and recommendations should include whatever supportive information, facts, data, etc. are available.
- C. Please return comments and the E.I.R. to the Planning Department by: November 14, 1986  
date

INFORMATION NEEDED:

- ① See Attached pertinent comments: (4 sheets)
- ② Make reference to Review comments on N/E Rose specific Plan dtd 8/86 by Mahany on 9/29/86 (3 pages, plus Attachments A-E). Attachments relate to flood dedication ordinance, location of park, ordinance of planting trees in subdivision, sound wall & landscaping <sup>criteria</sup> along major streets, Park standards.

Your cooperation and contribution of data is essential in the environmental impact review progress. If you have any questions on the above project, do not hesitate to contact the Planning Department. Thank you.

*E. Mahany* 11/20/86

PAGE REFERENCE	PERTINENT COMMENTS DRAFT EIR N/E ROSE SPECIFIC PLAN
2-15 2-2	ASSUMING THE COMMUNITY PARK ACREAGE OF 15.7 AND 83.6 FOR OPEN SPACE WERE ONLY WHAT DEVELOPER RECOMMENDED. IT IS NOT WHAT CITY STAFF RECOMMENDS. CITY P/R DEPT RECOMMENDS 43 ACRES - ALLOWING FOR 12 NEIGHBORHOOD, 7.0 COMMUNITY PARK, & 24 FOR CITY WIDE PARK.
2-16 2-3	OPEN SPACE/UNDEVELOPED LAND: P/R DEPT STAFF CONCUR WITH THIS RECOMMENDATION
2-17 2-4	PARKS: PARK SIZE & ACREAGE SHOULD BE CHANGED TO 43AC
FIGURE 2-8 2-5	THE MAP IS VERY SMALL. I LIKE THE PEDESTRIAN/BIKEWAY ROUTE THROUGHOUT THE PROJECT. SHOULD HAVE "ON STREET" BIKE LANE SYSTEM ON A MAP.
FIGURE 2-10 2-6	WILL A MAINTENANCE DISTRICT BE FORMED TO FINANCE THE LANDSCAPE EASEMENT AND LANDSCAPED MEDIAN. LANDSCAPE PLANS/DESIGN SHOULD BE CHECKED BY CITY IF MAINTAINED BY CITY.
FIGURE 2-11 2-7	PARK ACREAGE AND LOCATION HAS CHANGED SINCE THIS LAND USE PLAN.
PAGE 2-19 2-8	THE 15.7 ACRE PARK WILL CHANGE TO 43 ACRES.
3-7 3-1	PARKS IMPACT - MITIGATION = ACKNOWLEDGED.
3-8 3-2	WHERE ARE BIKE LANES?
3-12 3-3	BOTANICAL, GEOLOGY & SOILS = ACKNOWLEDGED.

PAGE REFERENCE	PERTINENT COMMENTS	DRAFT EIR N/E ROSE SPECIFIC PLAN
4-18 4-1	CONCUR WITH POLICY 3;	POLICY 4.
4-19 4-1	CONCUR WITH POLICY 4,	POLICY 5.
4-20 4-1	" "	POLICY 7.
4-22 4-1	" "	POLICY 24.
4-23 4-1	" "	" 25.
4-26 4-1	" " " "	2 & 4 (TRANSPORTATION). " " " 1, 3, & 4 - (OPEN SPACE & CONSON)
4-27 4-1	" " " "	9, 11, 14, 16 (OPEN SPACE).
4-27 4-1	" " " "	1 (FLOODING).
4-28 4-1	" " " "	4, 5 (PUBLIC SERVICES).
4-29 4-1	" " " "	21, 23, 24, 25, 27, 28 (PUBLIC SERVICES).
6-3 6-21	NEED TO CHECK OUT THE WATER USAGE FOR ROSEVILLE PARKS. THE AMOUNT OF FORMAL TURF DEVELOPMENT ETC WILL HAVE AN EFFECT ON AMOUNT OF WATER USED.	

PAGE  
REFERENCE

PERTINENT COMMENTS

DRAFT EIR N/E  
ROSE SPECIFIC PLAN

G-23

6-22

FISCAL CONSIDERATIONS:

Landscaping & Lighting Act of 1972 has merit to helping provide \$\$ for maintenance.

Should explore other means of income.

Our dept of P/R has projected out only \$539,505 from residential Poll tax to be collected from the N/E service area.

PAGE REFERENCE	PERTINENT COMMENTS	DRAFT EIR N/E ROSE SPECIFIC PLAN
6-20 TO 6-24  6-23	CITY STAFF HAVE JUST RECENTLY COMPLETED THE CLEANING, RIP RAP, WIDENING OF 8.24 MILES OF PUBLIC + PRIVATELY OWN CREEK AREA IN CITY. THIS ACTION WAS RESULT OF 2-18-86 FLOOD. A CONTINUED PROGRAM IS ANTICIPATED NEXT YEAR.  OTHER MATERIAL HAS MERIT & IS ACKNOWLEDGED	
7-1 TO 7-24  7-17	NO BIKE LANE OR BIKE TRAIL SYSTEM NOTED.	
13-18  13-6	CONCUR WITH DEDICATION OF VERNAL POOL COMPLEX.	
13-18 TO 13-20  13-6	CONCUR WITH TREE PRESERVATION MANAGEMENT PLAN.	
15-6 TO 15-10  15-1	ACKNOWLEDGED SCENIC HIGHWAYS ELEMENT & FACTORS & LANDSCAPE GUIDELINES.	
APPENDIX 16-1 44-45  16-1	CITY WOULD LIKE ANY ARTIFACTS DONATED TO WAIBU REGIONAL PARK IN INDIAN AREA IF AND WHEN ANY INDIAN ARTIFACTS NEED TO BE RELOCATED.	

**AIR RESOURCES BOARD**

1102 Q STREET  
P.O. BOX 2815  
SACRAMENTO, CA 95812



Date: March 2, 1987

1) Huston Carlyle, Director  
Office of Planning and Research  
State Clearinghouse  
Office of Permit Assistance  
1400-10<sup>th</sup> Street  
Sacramento, CA 95814  
IMS A-8

2) Daniel E. Dameron  
City of Roseville  
Planning Department  
316 Vernon Street  
Roseville, CA 95678

Attention: Peggy Osborn  
Thru: *John F. Boyle*  
John F. Boyle  
Office of Environmental Affairs  
From: *James D. Boyd*  
James D. Boyd  
Executive Officer

Subject: Draft Environmental Impact Report for the Northeast  
Roseville Specific Plan. SCH No. 86042805

We have reviewed the draft environmental impact report (DEIR) for the Northeast Roseville Specific Plan. The proposed plan would include offices, residential, and community service uses on 1,633 acres located in southern Placer County in the City of Roseville. The plan area is currently undeveloped and is used for grazing.

Mitigation Measures

The DEIR includes a description of potential transportation and air pollution mitigation measures. We recommend that the final environmental impact report (FEIR) also contain a detailed Transportation Systems Management plan which could be implemented by the project proponents. We suggest the transportation control measures in appendix (7-1) of the DEIR and recommendations in the DEIR made by Caltrans be evaluated in the preparation of this TSM plan.

8-1

We recommend that the FEIR also include an implementation schedule which identifies responsibilities of agencies at various phases of project buildout; financial commitments by the developer; requirements for future residents, tenants and employers; and a process for monitoring implementation through annual reports to the City of Roseville.

8-2

**RECEIVED**

MAR 03 1987

Mr. Carlyle  
Mr. Dameron

-2-

March 2, 1987

We commend the ongoing efforts by the City of Roseville to achieve clean air and encourage continued progress. If we can provide additional information or assistance, please contact Arthur Diamond of my staff at (916) 324-6916.

cc: David Young, SACOG  
Gary Glissmeyer, Sacramento County APCD  
David Boggs, Sacramento Regional Transit District  
Les Ornales, Caltrans  
Arthur Diamond, ARB

Appendix B

AIR QUALITY

TABLE B-1. TRIP RATE ADJUSTMENT TO REMOVE DOUBLE-COUNTING OF INTRA-PROJECT TRIPS FOR PROPOSED PROJECT

LAND USE	TRIP ESTIMATE BASIS	BASE TRIP RATES		P/A TRIP RATE SPLIT		BASE TRIP VOLUME	PRODUCTIONS		INTERNAL TRIP PRODUCTIONS		ATTRACTIONS		INTERNAL TRIP ATTRACTIONS	NET TRIPS GENERATED	ADJUSTED TRIP RATE
		TRIP RATES	UNITS	PRODUCTIONS	UNITS		W INTERNAL	DESTINATION	W INTERNAL	ORIGIN					
R-5.5	357 UNITS	10.0	95%	5%	3,570.0	45%	1,526.2	25%	44.6	3,525.4	9.9				
R-9	510 UNITS	8.5	95%	5%	4,335.0	45%	1,853.2	25%	54.2	4,280.8	8.4				
R-10	465 UNITS	8.5	95%	5%	3,952.5	50%	1,877.4	25%	49.4	3,903.1	8.4				
R-12	468 UNITS	7.0	95%	5%	3,276.0	50%	1,556.1	25%	41.0	3,235.1	6.9				
SUBTOTAL	1,800 UNITS				15,133.5		6,812.9		189.2	14,944.3					
HC	50.1 ACRES	578.2	1%	99%	28,968.3	15%	43.5	2%	573.6	28,394.7	566.8				
CC	80.9 ACRES	455.0	3%	97%	36,809.5	49%	541.1	16%	5,712.8	31,096.7	384.4				
RC	96.7 ACRES	409.0	5%	95%	39,550.3	40%	791.0	12%	4,508.7	35,041.6	362.4				
BP	227.6 ACRES	129.0	10%	90%	29,360.4	20%	587.2	5%	1,321.2	28,039.2	123.2				
R&D	140.2 ACRES	129.0	10%	90%	18,085.8	15%	271.3	5%	813.9	17,271.9	123.2				
SUBTOTAL	595.5 ACRES				152,774.3		2,234.1		12,930.2	139,844.1					
TOTALS					167,907.8		9,047.0		13,119.4	154,788.4					

Notes: Intra-project trip rate corrections based on Jones & Stokes Associates estimates.  
 Net trips generated = base trip volume - internal trip attractions; net trips generated = 93.4% of base trip volume.  
 Trip rates reflect year 2005 conditions for the Proposed Project.

TABLE B-2. TSM PROGRAM ADJUSTMENT TO TRIP GENERATION ESTIMATES FOR PROPOSED PROJECT

LAND USE	TRIP ESTIMATE BASIS	TRIP TYPES	NET TRIP RATES	TSM PROGRAM EFFECT	ADJUSTED TRIP RATE	ADJUSTED NET TRIPS	OVERALL TSM TRIPS EFFECTIVENESS
R-5.5	357 UNITS	H-W	2.4	15%	2.0	719.2	
		OTHER	7.5	2%	7.4	2,625.7	
R-9	510 UNITS	H-W	1.3	15%	1.1	545.8	
		OTHER	7.1	2%	7.0	3,565.9	
R-10	465 UNITS	H-W	1.3	15%	1.1	497.6	
		OTHER	7.1	2%	7.0	3,251.3	
R-12	468 UNITS	H-W	1.0	15%	0.9	412.5	
		OTHER	5.9	5%	5.6	2,612.3	
<b>SUBTOTAL</b>	<b>1,800 UNITS</b>					<b>14,230.3</b>	<b>4.8%</b>
HC	50.1 ACRES	H-W/O-W	11.3	15%	9.6	482.7	
		OTHER	555.4	0%	555.4	27,826.8	
CC	80.9 ACRES	H-W/O-W	7.7	25%	5.8	466.4	
		OTHER	376.7	1%	372.9	30,170.0	
RC	96.7 ACRES	H-W/O-W	7.2	25%	5.4	525.6	
		OTHER	355.1	1%	351.6	33,997.3	
BP	227.6 ACRES	H-W/O-W	110.9	15%	94.2	21,450.0	
		OTHER	12.3	0%	12.3	2,803.9	
R&D	140.2 ACRES	H-W/O-W	110.9	15%	94.2	13,213.0	
		OTHER	12.3	0%	12.3	1,727.2	
<b>SUBTOTAL</b>	<b>595.5 ACRES</b>					<b>132,663.0</b>	<b>5.1%</b>
<b>TOTALS</b>						<b>146,893.3</b>	<b>5.1%</b>

Notes: Work trips separated from total trips based on data in California Air Resources Board 1982. Trip rates reflect year 2005 conditions for the proposed project.