

Chapter 13 **RESPONSES TO COMMENTS**

13.1 OVERVIEW

The Draft EIR for the proposed project was issued on September 15, 2003, and circulated for public review and comment for a 45-day period that ended on October 29, 2003. CEQA requires a review period of 45 days for projects that have been submitted to the State Clearinghouse for review by State agencies. (Refer to CEQA Guidelines Section 15105(a)). During the public review period, the City received 35 written comment letters on the Draft EIR. These include 13 letters received from State, regional, or local public agencies or service providers; eight letters from organizations; two letters from community groups; and 12 letters from individuals. Table 13-1 provides the following information: (1) a comprehensive list of commenters grouped by government agencies, organizations, community groups, and individuals; (2) the comment letter number used to identify the commenter; and (3) the page number of this chapter where those comments and responses begin.

The complete text of the written comments, and the City's responses to those comments, is presented in this chapter. A copy of each comment letter is followed by its response(s). Additionally, meeting notes for the Public Utilities Commission, Park and Recreation Commission, and Transportation Commission meetings, including oral responses to comments made at those meetings by City staff, are found thereafter. Lastly, summarized notes from the Planning Commission meetings are provided at the conclusion of this chapter.

Table 13-1 List of Commenters

Commenter	Comment Letter No.	Follows Page No.
Government Agencies/Service Providers		
Center Joint Unified School District (September 23, 2003), which includes the following attachment: <u>Attachment:</u> Lozano Smith, Attorneys at Law (September 13, 2002, comments on the NOP) (Comment Letter 1A)	1, 1A	13-60
San Juan Water District (October 7, 2003)	2	13-74
Governor's Office of Emergency Services, Rancho Cordova Branch (October 10, 2003)	3	13-76
Pacific Gas and Electric Company (October 14, 2003) <u>Attachment:</u> "Greenfield" Projects Cost Obligations Fact Sheet (September 2003) (No response required)	4	13-78
County of Sacramento, Department of Transportation (October 22, 2003)	5	13-80
Placer Local Agency Formation Commission (October 24, 2003)	6	13-84
California Department of Fish and Game (October 24, 2003)	7	13-88
California Highway Patrol (October 27, 2003)	8	13-102

Chapter 13 Responses to Comments

Table 13-1 List of Commenters

Commenter	Comment Letter No.	Follows Page No.
State of California, Department of Transportation (Caltrans) (October 29, 2003) <u>Attachments:</u> Introduction to the Transportation Concept Report (No response required) State Route 65 Segment Fact Sheets (No response required) District 3—State Route 70 Transportation Concept Report Fact Sheets (No response required) State Route 80 Fact Sheets (No response required) District 3—State Route 99 Transportation Concept Report Fact Sheets (No response required)	9	13-106
City of Rocklin (Terry Richardson) (October 29, 2003)	10	13-110
Placer County Air Pollution Control District (October 29, 2003)	11	13-112
Placer County Department of Public Works (October 29, 2003)	12	13-130
State of California, Governor's Office of Planning and Research (October 30, 2003) <u>Attachment:</u> Document Details Report, State Clearinghouse Data Base (No response required)	13	13-136
Organizations		
Sierra Foothills Audubon Society (Ed Pandolfino) (October 6, 2003)	14	13-138
Sierra Club, Mother Lode Chapter (Terry Davis) (October 6, 2003)	15	13-140
Sierra Foothills Audubon Society (Ed Pandolfino) (October 10, 2003)	16	13-142
California Native Plant Society, Redbud Chapter (Richard Hanes) (October 14, 2003)	17	13-144
California Native Plant Society, Sacramento Valley Chapter (Mary Maret) (October 14, 2003)	18	13-154
California Alliance for Jobs (Joseph Cruz) (October 23, 2003)	19	13-158
Sierra Club, Mother Lode Chapter (Terry Davis), and Sierra Foothills Audubon Society (Ed Pandolfino) (October 28, 2003) <u>Attachment:</u> References	20	13-160
Friends of the River (Ronald Stork) (October 28, 2003)	21	13-212
Community Groups		
Sun City Roseville Community Association, Inc. (October 20, 2003)	22	13-214
Placer County Taxpayers for Quality Growth (October 29, 2003) <u>Attachments:</u> Resolution No. 202-96 of the Board of Supervisors of the County of El Dorado (No response required) Resolution No. 038-2003 of the Board of Supervisors of the County of El Dorado (No response required) Placer Parkway Corridor Preservation (No response required)	23	13-216
Individuals		
Law Office of J. William Yeates, on behalf of Stephen Des Jardins, Diamond Creek Partners, Ltd. (September 30, 2003)	24	13-222
William D. Kopper, Attorney at Law, on behalf of Mr. Catalano, Mr. Collins, Mr. Elliott, Mr. Bain, and Roseville Citizens for Responsible Planning (October 9, 2003)	25	13-224
Richard Hanes (October 14, 2003)	26	13-228
Sean Booth (October 28, 2003)	27	13-230
John Ranlett (October 29, 2003)	28	13-242
Law Office of J. William Yeates, on behalf of Stephen Des Jardins, Diamond Equities, Inc., and Diamond Creek Partners, Ltd. (October 29, 2003), which includes the following attachments: <u>Attachments:</u> North Roseville Specific Plan Draft EIR selected pages (No response required) Water Forum Agreement Selected pages (No response required) Federal Register Critical Habitat Notice and Critical Habitat Map (No response required) Memorandum County of Placer Planning Department to the Board of Supervisors (No response required) Placer Parkway bulletin (No response required) Excerpts from the Placer Ranch Specific Plan EIR (No response required) Letter from Diamond Creek Partners, Ltd. to Mayor Claudia Gamar and Members of the City Council (No response required) International Engineering Services (October 28, 2003) (Comment Letter 29A) Kittelson & Associates, Inc. (October 22, 2003) (Comment Letter 29B)	29, 29A, 29B	13-254

Table 13-1 List of Commenters

Commenter	Comment Letter No.	Follows Page No.
Jan McKinsey (October 29, 2003)	30	13-304
Boyd, Cooluris, Livingston & Saxe PC, on behalf of Richland Roseville Ltd., Inc. (October 29, 2003)	31	13-308
KT Development Corporation (October 29, 2003)	32	13-310
Sandberg, Lo Duca & Dellinger, on behalf of Baseline P+R, LLC (October 29, 2003)	33	13-314
Kim Touneh (October 29, 2003)	34	13-318
William D. Kopper, Attorney at Law, on behalf of Mr. Catalano, Mr. Collins, Mr. Elliott, Mr. Bain, and Roseville Citizens for Responsible Planning (October 28, 2003), which includes the following attachments: <u>Attachments:</u> Robbi S. Keil (October 23, 2003) (Comment Letter 35A) Martin, Rivett & Olson, Inc. (October 24, 2003) (Comment Letter 35B) Carol W. Witham, Botanical Consulting (October 27, 2003) (Comment Letter 35C) Mark E. Grismer, Ph.D. (October 16, 2003) (Comment Letter 35D)	35, 35A, 35B, 35C, 35D	13-322
Public Hearing(s)		
City of Roseville Joint Workshop of the Planning Commission, Public Utilities Commission, Transportation Commission, and Parks and Recreation Commission (September 23, 2003) (No meeting notes provided)		
City of Roseville Public Utilities Commission Meeting (September 30, 2003) (Meeting notes provided)		
City of Roseville Parks and Recreation Commission Meeting (October 2, 2003) (Meeting notes)		
City of Roseville Transportation Commission Meeting (October 21, 2003) (Meeting notes provided)		
City of Roseville Planning Commission Meeting (October 9, 2003) (Meeting notes provided)		
City of Roseville Planning Commission Meeting (November 6, 2003) (Meeting notes provided)		
City of Roseville Planning Commission Meeting (November 13, 2003) (Meeting notes provided)		
City of Roseville Planning Commission Meeting (December 4, 2003) (Meeting notes provided)		
City of Roseville City Council Workshop (December 17, 2003) (Meeting notes provided)		
City of Roseville Planning Commission Meeting (January 8, 2004) (No meeting notes provided, as the meeting will occur at the time the Final EIR is published)		
City of Roseville City Council Meeting (January 21, 2004) (tentative date) (No meeting notes provided, as the meeting will occur after the Final EIR is published)		
City of Roseville City Council Meeting (February 2004) (tentative date) (No meeting notes provided, as the meeting will occur after the Final EIR is published)		

13.2 RESPONSES TO COMMENTS

In accordance with Section 15088(a) of the CEQA Guidelines and Public Resources Code Section 21091, this section of the Final EIR contains all comments received on the Draft EIR during the public review period, as well as the Lead Agency's responses to these comments. Reasoned, factual responses have been provided to all comments received, with a particular emphasis on significant environmental issues. Detailed responses have been provided where a comment raises a specific issue; however, a general response has been provided where the comment is relatively general. Where a comment does not raise an environmental issue, or expresses the subjective opinion of the commenter, the comment is noted, but no response is provided. For example, according to Section 15131(a) of the CEQA Guidelines, economic or social effects of a project shall not be treated as significant effects on the environment. Comments that are

outside of the scope of CEQA review will be forwarded for consideration to the decision-makers when deciding whether to approve or deny the proposed project.

As stated in Section 15204(a) of the CEQA Guidelines, the adequacy of an EIR is determined in terms of what is reasonably feasible in light of factors such as the geographic scope of the project, the magnitude of the project, and the severity of the likely environmental impacts. As further expressed in Section 15151 of the CEQA Guidelines, “An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible.”

CEQA does not require a lead agency to conduct every test or perform all research, study, and experimentation requested by commenters. When responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made in the EIR. In addition, as stated in Section 15151 of the CEQA Guidelines, “Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure.”

13.2.1 Topical Responses

Topical responses are provided where there were several public comments that address a particular issue. Specifically, topical responses are provided to address the following general comments:

- A. Mitigation Lands
- B. Adequacy of Public Review Period
- C. Adequacy of Draft EIR
- D. Affordable Housing
- E. WRSP Open Space Management Plan
- F. City/USFWS Memorandum of Understanding and Placer Legacy Coordination
- G. Water Supply
- H. Roseville Energy Park

Topical Response A
Off-Site Mitigation Lands

The Applicants are in the process of acquiring the Yankee Slough and East Sheridan properties identified on Figure 4.7-4 (page 4.7-35) of the Final EIR and will acquire other mitigation sites, as described on page 4.7-71 of the Final EIR.

Each of the mitigation properties provides habitat and landscape for mitigation of prime farmland, wetlands/vernal pools, Swainson’s hawk, or a combination thereof. The following Table 13-2 outlines the location, mitigation potential, and Applicants’ actions to acquire each of the properties.

Table 13-2 Off-Site Mitigation Properties			
	Yankee Slough	East Sheridan	Other Mitigation Sites
Location	The Yankee Slough property is located east of Highway 65, north of Coon Creek, southeast of the town of Sheridan. Site has been dry farmed and will be restored to its landscape of vernal pool/grasslands.	The East Sheridan property is located east of Highway 65, south of the Bear River, northeast of the town of Sheridan.	Other mitigation sites could include portions of Reason Farms property or other sites in Placer County.
Prime Farmland Mitigation	Site does not include prime farmland suitable for mitigation.	Site does not include prime farmland suitable for mitigation.	Applicants will identify and place deed restrictions/conservation easement on 22.4 acres of prime farmland prior to impacting on-site prime farmland.
Vernal Pool Mitigation (Restoration and Preservation)	Project will restore approximately 43.00 acres of vernal pools and preserve 1.2 acres of vernal pools/swales at Yankee Slough.	Project will preserve 25.48 acres of vernal pools/swales at East Sheridan site.	No additional property is needed for off-site wetland and vernal pool preservation and/or restoration although the additional mitigation sites may result in inadvertent preservation of existing vernal pools and wetlands.
Swainson’s hawk Mitigation	Yankee Slough site will provide 690.22 acres of Swainson’s hawk mitigation.	No Swainson’s hawk mitigation will occur on the East Sheridan site.	878.75 acres of Swainson’s hawk mitigation lands will be acquired in south Placer County to the extent feasible. Mitigation lands may include portions of Reason Farms or other locations suitable for Swainson’s hawk mitigation.

Table 13-2 Off-Site Mitigation Properties

	Yankee Slough	East Sheridan	Other Mitigation Sites
Applicants Actions to Acquire Sites	For vernal pool and wetlands acreage, Applicants paid \$2,200,000 and balance of \$1.1 million due on February 2, 2004. Applicants in contract to purchase 731 acres that include 690.2 acres of Swainson’s hawk foraging habitat along the Coon Creek corridor from Conservation Resources (contract dated July 14, 2003). Paid \$700,000 on this purchase, with balance due on February 2, 2004.	Applicants in contract to purchase property. Applicants paid \$2,150,000. Balance of \$2,150,000 due February 2, 2004.	Applicants will acquire 878.75 acres of additional Swainson’s hawk mitigation properties consistent with the phasing of development in the WRSP. These properties could include portions of Reason Farms and other suitable Swainson’s hawk foraging habitat.

The City has carefully considered the appropriate location for off-site grassland preservation to mitigate for impacts to Swainson’s hawk and winter migrant bird species foraging habitat. The Final EIR’s grassland habitat mitigation plan combines both on- and off-site preservation with active monitoring, and adaptive management to ensure that related impacts are reduced to less-than-significant levels under CEQA. In addition, funding (e.g., an endowment) for management and monitoring of all preservation areas in perpetuity (on- and off-site) will be provided, consistent with terms and conditions of the project’s federal Clean Water Act—Section 404 permit and preserve area Operations and Management (O&M) Plans. Maintenance obligations would also be funded through a Community Facilities District.

As part of the phasing of the project, the City will require the applicant to use best efforts to acquire mitigation land in Placer County, if feasible, but will accept suitable land elsewhere in the Sacramento Region within the natural range of the Swainson’s hawk and other winter migrant species. Performance criteria for such land will include the following requirements: (1) provides good replacement habitat value (generally contains dry upland grassland); (2) provides significant contiguous area for nesting and foraging; and (3) there are nesting hawks within a reasonable vicinity of the land to be selected (i.e., 18-20 miles). These performance standards will ensure adequate mitigation for impacts to Swainson’s hawk and other migrating bird species even if the land to be protected is outside of Placer County.

The bird species that utilize grasslands found on the WRSP project site are known to migrate great distances and forage over large areas without consideration of geopolitical boundaries. For example, per California Department of Fish and Game guidelines ‘Staff Report Regarding Mitigation for Impacts to Swainson’s hawk (*Buteo swainsoni*) in the Central Valley of California’ (November 1994), Swainson’s hawk forage 18 to 20 miles from their nesting sites. A requirement limiting habitat preservation to Placer

County would impose artificial boundaries on the natural range of these birds. Because these species have a large range, preservation of habitat within the general “flyway” would provide accessible mitigation to Swainson’s hawk and other migratory birds and would provide long-term habitat benefit. It is also known that hawks will move to nest in other areas (and in doing so, routinely ignore artificial human jurisdictional boundaries), often quite a distance from the nests they used previously. The City’s approach to mitigation is consistent with the recent Sunset Ranchos project in Rocklin and allows for flexibility when considering the feasibility of acquiring preservation lands.

The City’s preservation program is also conservatively protective in its approach and purposefully underestimates the foraging value of the on-site preservation of acreage in open space. For example, in terms of habitat value, the City is giving the applicant only partial “credit” for the 699.3 acres on site that is being preserved in open space. Specifically, credit is being given only for the two largest open space areas within the plan: parcels F-80 (132± acres) and W-81 (263± acres). These preserve areas, which total 395± acres combined, will remain largely undisturbed and, per the O&M plan, will be monitored and managed for avian species value in perpetuity. No grassland mitigation credit will be given for WRSP interior on-site preservation, which amounts to 304.3 acres, even though these additional preservation areas are mostly contiguous and are known to have supported a Swainson’s hawk nest and other grassland dependent species.

Similar open space areas located within the existing developed areas of Roseville (e.g., Sun City) are also known to contain Swainson’s hawk nests and associated grassland species. Nesting is generally considered a more sensitive aspect of Swainson’s hawk life cycle than foraging. The existence of active Swainson’s hawk nests within these smaller urban preserve areas strongly suggests that such areas do retain considerable value as preserved habitat. In the past, the CDFG has also recognized the value of smaller grassland parcels located within the existing City and mostly surrounded by urban development to be Swainson’s hawk foraging habitat. For example, in a letter from CDFG to the Roseville Planning Department dated October 11, 2002, the CDFG contends that a 36-acre parcel proposed for development containing vernal pool/grassland habitat was considered suitable foraging habitat for Swainson’s hawk. This parcel was located in a developing portion of the City, was surrounded almost entirely by existing development including Highway 65. The property was comparably much smaller and more isolated than the WRSP open space system and was not managed for wildlife benefit. Nevertheless, CDFG considered this smaller and more isolated parcel as foraging habitat.

The total acreage of the on-site preserve provides adequate buffering between the urban uses to the east and south and the preserve uses to the north and west. Some commenters have suggested that a 250-foot buffer should be subtracted from the on-site preservation credit calculations, an area totaling 116 acres.

The City has determined that a 250-foot buffer is not necessary to provide additional protection for foraging habitat for the Swainson's hawk and other grassland species. The Swainson's hawk tends to be very opportunistic when foraging, as can be witnessed when they are hovering immediately behind a tractor plowing a field. Swainson's hawks are also observed foraging in small patches of open grassland immediately next to roads, residential subdivisions and other areas subject to human disturbance and urban uses (Birds of North America, No. 265, 1997¹ A. Sidney England, Marc J. Bechard, and C. Stuart Houston).

While a 250-foot buffer may be appropriate for the protection of vernal pools, which can be indirectly impacted by urban-influenced changes in hydrology and drift from airborne pesticides and herbicides (affecting aquatic invertebrates and vernal pool flora), grassland habitat, which is largely comprised of non-native grasses, is not as sensitive as vernal pools to indirect impacts. Generally, the hawks will forage where prey (i.e., rodents) is abundant and readily available. Other than housecats, there are few activities related to the proposed development that would be expected to indirectly, adversely affect rodents, which are the main food source for Swainson's hawks. The size of the area is not as critical as the abundance and availability of prey. Fencing and prohibition of active recreational uses in the preserve area will buffer the preserve from the urban portions of the project. In addition, implementation of a vegetation management plan will allow the open space to retain the existing foraging value. Thus, there is no basis to exclude additional acreage from the preserve calculations. A 250-foot buffer, even if established in a physical sense, would still provide foraging habitat and should be included in the credited preserve calculations.

The locations of parcels F-80 and W-81 are also well positioned to allow for the potential westerly expansion of these habitat preserve areas, a potential for which the applicant is not being credited, but which in fact is the case. The 1,700-acre site of the planned Reason Farms stormwater retention facility, which is contiguous with the westernmost on-site open space preserve, will also provide extensive additional foraging habitat for the Swainson's hawks that utilize existing local nests. Preservation of these areas in the context of development proposals is consistent with Placer County's Draft Conservation Strategy that states that some lands within the Alternative 2 "development opportunity" area may be suitable for conservation and may be incorporated in on-site mitigation or impact avoidance. On-site preservation in these areas is intended to complement larger areas established as part of the NCCP/HCP. Consistent with the Draft Conservation Strategy, the WRSP open space configuration could establish an eastern boundary for the formation of a larger block of landscape level conservation planning. Lands that are located to the south of Reason Farms and west of the WRSP are not being relied upon as a means of mitigating project impacts and, in fact, the City would lack jurisdiction to require or implement such expansion. Nonetheless, the proposed General Plan Growth Management Policy

Number 9 would encourage Placer County to establish an open space area to enhance and augment the City's western open space.

The requirement that the applicant protect the WRSP preserve areas at the western boundary of the project site, however, makes western expansion of the preserve area possible as part of any adjacent development proposals or as part of a comprehensive NCCP/HCP.

Topical Response B **Adequacy of Public Review Period**

A number of comments requested an extension of the public review period for the Draft EIR. Under CEQA and the State CEQA Guidelines, the normal public review and comment period for a Draft EIR is 45 days (refer to Public Resources Code Section 21091(a), CEQA Guidelines Section 15205(d), and Office of Planning and Research, State Clearinghouse Handbook ["the standard review period for a Draft EIR submitted to the State Clearinghouse is 45 calendar days"]). Consistent with these requirements, the Draft EIR for the proposed project was circulated for a 45-day public review period beginning on September 15, 2003, and ending on October 29, 2003, at 5:00 P.M. A Notice of Availability of the Draft EIR was published in the Press Tribune (printed September 13, 2003) and the Sacramento Bee (printed on September 15, 2003).

In addition to the public review period for the Draft EIR, there have been and will be opportunities for the public to provide written or oral testimony relative to the proposed project after the circulation period of the Draft EIR. While CEQA does not require formal hearings or meetings at any stage of the environmental review process, consistent with Roseville's practices, the City provided numerous opportunities for public involvement at the following meetings:

- Public workshop held on September 23, 2003, which was a joint workshop of the Planning Commission, Public Utilities Commission, Transportation Commission, and Parks and Recreation Commission, held for the purpose of informing the public and the decisionmakers regarding the various components of the proposed project
- Public Utilities Commission meeting held on September 30, 2003, during which formal public testimony was received
- Parks and Recreation Commission meeting held on October 2, 2003, during which formal public testimony was received
- Transportation Commission meeting held on October 21, 2003, during which formal public testimony was received
- Planning Commission meeting held on October 9, 2003, during which formal public testimony was received
- Planning Commission meeting held on November 6, 2003, during which formal public testimony was received
- Planning Commission meeting held on November 13, 2003, during which formal public testimony was received
- Planning Commission meeting held on December 4, 2003, during which formal public testimony was received

- Planning Commission meeting held on January 8, 2004, in order for the Commission to provide a recommendation to the City Council on the project (no public testimony is anticipated to be received during this meeting as the public hearing was closed on December 4, 2003)
- City Council workshop held on December 17, 2003, during which formal public testimony was received
- City Council meeting tentatively scheduled to be held on January 21, 2004, during which formal public testimony will be received
- City Council meeting tentatively scheduled to be held in February 2004, during which formal public testimony will be received

There was also an opportunity for public comment during the public review period of the Notice of Preparation (NOP) for the Draft EIR. Consistent with CEQA and the CEQA Guidelines, the NOP for was circulated for a 30-day review period that began on August 16, 2002, and ended on September 16, 2002. A Public Scoping Meeting was held on August 29, 2002, to accept comments on the scope and contents of the Draft EIR.

During the public review period, copies of the Draft EIR were distributed to public agencies through the State of California, Office of Planning and Research. The City also distributed the document to approximately 290 individuals, agencies, and organizations. Copies of the Draft EIR were also available for review at the City of Roseville Planning Department and at two local libraries (Roseville City Library and Maidu Branch Library), as well as at the Placer County Main Library located at 350 Nevada Street in Auburn, California.

Topical Response C **Adequacy of Draft EIR**

Several commenters stated that consideration of the EIR should be delayed until it is revised in accordance with the suggestions of the commenter and recirculated for additional public review.

Under CEQA Guidelines Section 15088.5 and Public Resources Code Section 21092.1, recirculation of a Draft EIR is only required when “significant new information” is added to the EIR after public review but before certification of the Final EIR. New information added to an EIR is not “significant” for recirculation purposes unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment on a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect. “Significant new information” requiring recirculation includes, for example, a disclosure showing that:

- (1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented
- (2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance
- (3) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project’s proponents decline to adopt it
- (4) The Draft EIR was “so fundamentally and basically inadequate and conclusory in nature” that meaningful public review and comment were precluded

Recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR.

As the responses to comments on this EIR do not involve new information indicating the existence of a new or substantially more severe significant environmental impact not previously addressed (or a feasible mitigation measure or project alternative that would clearly lessen the project’s significant environmental effects that the Lead Agency has declined to adopt), none of the conditions requiring recirculation of the EIR has been met; therefore, recirculation is not necessary or warranted.

**■ Topical Response D
Affordable Housing**

The City of Roseville concurs that affordable housing is an important regional issue and the City takes this obligation seriously. Housing supply and affordability are addressed commencing on page 4.2-5 of the EIR. As the Draft EIR indicates, the City of Roseville is a major producer of affordable housing in the region due to the application of successful affordable housing programs. Since 1988, Roseville has had a 10 percent Affordable Housing Goal for all new residential development. As Table 13-3 shows, during the 1990s Roseville contributed 22 percent of the region's affordable housing and 14.5 percent of its total units.

The City and Placer County entered into a Memorandum of Understanding (MOU) setting forth principles to promote interagency cooperation and to foster cooperative long-range planning for the 2-mile area west of Roseville known as the "Transition Area," which includes the project site. The MOU acknowledges that development applications may be filed in either jurisdiction. Exhibit "C" of the MOU cites the development standards that each jurisdiction would follow unless formal written notice is provided to the other agency. The MOU shows a 10 percent affordable housing standard for both agencies. SACOG also provides projections to determine Regional Housing need, and the State Department of Housing and Community Development (HCD) uses that information when considering and reviewing local housing elements. Roseville's Housing Element was certified in compliance by HCD on October 30, 2002. While SACOG recommends that a higher percentage of units be set aside for affordable housing, the City and County have not, nor are they obligated to, adopt those same standards.

The SACOG Blueprint holding capacity projections identified in the Yeager October 20, 2003, report to the Placer Board of Supervisors shows Roseville's buildout population at 139,429, including the population generated by development of the WRSP. The WRSP provides an appropriate place to develop housing since it is adjacent to existing City services and infrastructure that are proximate to the jobs in south Placer County. SACOG projections from 2000 show that the six-county region will grow by 800,000 people by the year 2020 and that employment will almost double in Placer County during this period, with the vast majority of new jobs being created in the South Placer area. The City recognizes that to meet the SACOG growth projections outlined in the Blueprint Project for Placer County by the year 2050, 141,000 additional units must be provided in Placer County alone. This growth will be accommodated through a combination of greenfield and infill development. The City is an active participant in developing SACOG Blueprint alternative scenarios to accommodate regional growth in a manner that facilitates transit options, provides affordable housing, and preserves open space.

Table 13-3 New Construction and Units Regulated for Affordability in Six-County Region 1990–2001

County	Jurisdiction	New Units Completed (1990–2001)	Very-Low Income Units	Very-Low % of Total Completed Units	Low Income Units	Low (L) % of Total Completed Units	Total VLI/L Units	VLI/L % of Total
El Dorado	Placerville	527	129	24.48%	27	5.12%	156	29.60%
	Unincorporated	12,045	28	0.23%	219	1.82%	247	2.05%
Placer	Auburn	692	102	14.74%	69	9.97%	171	24.71%
	Colfax	142	0	0.00%	0	0.00%	0	0.00%
	Lincoln*	4,771	36	0.75%	171	3.58%	207	4.34%
	Loomis	230	0	0.00%	0	0.00%	0	0.00%
	Rocklin*	9,854	36	0.37%	194	1.97%	230	2.33%
	Roseville*	21,642	316	1.46%	1,441	6.66%	1,757	8.12%
	Unincorporated*	8,744	102	1.17%	115	1.32%	217	2.48%
Sacramento	Citrus Heights	301	0	0.00%	0	0.00%	0	0.00%
	Elk Grove	1,199	0	0.00%	0	0.00%	0	0.00%
	Folsom	10,328	0	0.00%	0	0.00%	0	0.00%
	Galt	3,225	84	2.60%	56	1.74%	140	4.34%
	Isleton	1	0	0.00%	0	0.00%	0	0.00%
	Sacramento*	12,232	884	7.23%	344	2.81%	1,228	10.04%
	Unincorporated*	44,011	949	2.16%	1,036	2.35%	1,985	4.51%
Sutter	Live Oak	327	0	0.00%	0	0.00%	0	0.00%
	Yuba City	3,089	30	0.97%	0	0.00%	30	0.97%
	Unincorporated	2,644	0	0.00%	0	0.00%	0	0.00%
Yolo	Davis	5,456	437	8.01%	409	7.50%	846	15.51%
	West Sacramento*	1,434	346	24.13%	61	4.25%	407	28.38%
	Winters	313	73	23.32%	41	13.10%	114	36.42%
	Woodland	2,177	58	2.66%	281	12.91%	339	15.57%
	Unincorporated	619	0	0.00%	0	0.00%	0	0.00%
Yuba	Marysville	29	0	0.00%	0	0.00%	0	0.00%
	Wheatland	106	24	22.64%	0	0.00%	24	22.64%
	Unincorporated	2,682	0	0.00%	0	0.00%	0	0.00%
Totals		148,820	3634	2.44%	4464	3.00%	8098	5.44%
Estimated Annual Production		13,529	330	2.44%	406	3.00%	736	5.44%

NOTES:

- Asterisks indicated housing completion data obtained directly from jurisdictions; the balances were obtained from SACOG. The numbers of completed new construction units reported directly by jurisdictions were higher than SACOG's. The undercount probably resulted from delays in reporting to SACOG.
- When complete income data was not available for mortgage revenue bond projects, all units were considered very low or low-income rather than a portion unrestricted.
- El Dorado County does not include South Lake Tahoe.
- The City of Wheatland's 24 units are under a USDA Program. If there are no VLI residents available, the units are then offered to low income residents.
- Davis' affordable housing includes single-family, multifamily, coops, student housing, and bed counts; because regulatory agreements and income status could not be obtained in the time available, all tax credit units were counted as very low income. The non-tax credit units divided evenly between low income and moderate income.
- Yuba city and Marysville devote most of their CDBG and HOME budgets to rehab and 1st Time Home Buyers programs.
- Galt affordable units are estimated.

SOURCE: Sacramento Valley Housing Coalition, December 2, 2002]

In this context, the WRSP would not result in a significant impact on affordable housing. Rather, it would provide a new supply of both market-rate and affordable housing. First, it would provide 8,430 market-rate and affordable residential units that will improve the regional housing stock for all income levels and, in turn, help balance the supply and demand for housing in the region. Second, the WRSP has been designed to accommodate affordable housing. Third, 10 percent of all the units have been designed to meet affordability criteria for very low-, low- and middle-income households, consistent with the City's housing and General Plan policies and the City/County MOU commitment. The affordable housing units will be provided throughout the development, rather than clustered in one area. In addition, approximately one third of the residential units in the WRSP will be medium to high density, which, while not necessarily income restricted, will provide a more affordable option in comparison to low-density single-family housing. Fourth, residential use would be allowed in the proposed WRSP community commercial zoned parcels, which could accommodate an additional 600 units. Finally, as part of the project, the proposed Village Center will provide mixed-use residential opportunities that will provide jobs, affordable housing, and services within walking distance to each other.

The proposed project is consistent with City and County goals and policies for affordable housing.

 **Topical Response E**
WRSP Open Space Management Plan

The WRSP open space preserve system will be preserved as open space in perpetuity. This will be accomplished by means of a deed restriction recorded against the property title that will restrict use of the open space preserve to those uses identified in the Draft Onsite Preserve Operation and Management Plan, which is provided in Appendix X of the Final EIR. The Operation and Management Plan is required by the USACE as a condition of the Clean Water Section 404 permit, and it will be reviewed and approved by the City of Roseville. In addition, the City will coordinate with the CDFG regarding the Operation and Management Plan. The Operation and Management Plan will be implemented by the City with annual monitoring reports provided to regulatory agencies. The Preserve Operation and Management Plan will ensure that the open space areas are managed for wildlife benefits and protected from indirect impacts of adjacent development. Implementation of the Operation and Management Plan will be funded by an endowment and by a Community Facilities District in perpetuity.

Operation and Management Plans for Preserve Areas in Roseville include standard requirements for the following:

- Identification of Preserve Manager
- General Inspections
- Biological Inspections
- Prohibited and Allowed Uses
- Annual Reporting Requirements
- Standard Requirements and Deed Restrictions: signs, fencing, trails, mosquito abatement, fire management, vegetation removal, restricted motor vehicle use, etc.

In addition to the standard requirements listed above, the proposed Operation and Management Plan for the WRSP would include the following features:

- **Defined Allowable Recreational Uses:** Passive, includes only biking on trails, walking on trails, and birding
- **Education:** Limited to local school district or others with the consent of the Preserve Manager. Also, allows for individuals or groups to participate in "Creek Week" or other community clean-up days
- **Planned Mitigation/Restoration:** Oak Woodland Mitigation (45 acres planted with 150 trees per acre, 6,840 trees)
- **Wetland Mitigation:** Creation of 8 acres of perennial and seasonal wetland habitat
- **Future Habitat Restoration/Enhancement:** Allows the Preserve Manager to conduct habitat restoration or enhancement within the Preserve

- **Defined procedures for notification:** The Plan outlines specifically which activities within the preserve require notice or approval from the regulatory agencies, and timelines for notification and approval
- **Adaptive Management:** The goal of adaptive management is to ensure that the protected wetland and upland habitats with the Preserve are maintained in good condition such that it will continue to support the flora and fauna of the uplands and wetlands in perpetuity
- **Adjacent Construction:** Identifies protection measures to be taken when construction is occurring adjacent to the Preserve
- **Thatch Management:** Plan outlines options for grazing, mowing, controlled burns, biological controls, and herbicides. In particular, this plan provides detailed procedures for grazing, which is unique to this Operation and Management Plan, and necessary considering the size of the proposed open space.
- **Tree Removal:** Plan provides guidelines regarding tree removal, including potential for required permits, and habitat value of fallen trees
- **Active Use Areas:** Plan identifies allowed management activity within the 50-foot area bordering the Preserve, and adjacent to various land uses
- **Vegetation Removal within Drainages:** Plan acknowledges that the necessity for maintenance is sometimes required in these areas, and outlines process for notification and approval, as well as potential need for regulatory permits
- **Beaver Management:** Plan outlines options regarding beaver dam management
- **Outfalls and Drainage Swales:** Guidelines for design and placement of outfalls and drainage swales. Includes approval of outfalls and drainage swales that are located and designed according to the engineering typicals, and maps presented in the Plan. Also defines approval process for subsequent outfalls and drainages that are not included in the Plan.
- **Post-Construction Remediation and Restoration of Deed Restrictions Violations/Vandalism:** Provides a process for remediation that is variable, and is based on the degree of restoration required and/or the nature of the violation

■ Topical Response F
City/USFWS MOU Compliance and Placer Legacy Coordination

The City of Roseville/USFWS MOU was completed in August 2000 following two years of meetings and discussion. MOU implementation has occurred over several years and, by necessity, has been a dynamic process responding to information generated in accordance with the MOU as well as proposed changes in approved development patterns. The following discussion summarizes the history of MOU implementation and Placer Legacy HCP/NCCP coordination efforts.

MOU History and Compliance. As stipulated in the USFWS Final Biological Opinion prepared for the Pleasant Grove Regional Wastewater Treatment Plan (May 25, 1999), an MOU between the City of Roseville and USFWS was executed on August 18, 2000. The primary purpose of the MOU was to ensure that indirect effects of wastewater treatment plant operation would be minimized in the City of Roseville. The MOU was drafted recognizing that Placer County was in the early stages of initiating an HCP/NCCP planning process and that due to uncertainties regarding project definition and timing, the City had not decided whether to officially join that process. As such the MOU includes a commitment for the City to work cooperatively to develop a long-term HCP or its equivalent (MOU Section 1.4b), but does not require that this commitment be fulfilled via the County's HCP/NCCP process. Rather it allows for MOU commitments to be fulfilled via a separate but coordinated process initiated by the City.

The MOU planning area includes the existing City boundaries as of the date the MOU was signed. Section 2.1 of the MOU recognizes that the City boundaries could change to include lands annexed through agreement with Placer County; in which case those annexed areas would be incorporated into the MOU's planning area. Consequently, the processing and approval of an annexation project is contemplated by and allowed under the MOU.

In accordance with the MOU, the City completed several iterations of resource mapping in late 2000 in consultation with the USFWS to determine the amount of remaining vernal pool resources within the City. The results of this mapping indicate that only a small portion of historic vernal pool resources remains within areas of the City designated for development. Of these, a significant portion is already federally permitted to be filled, leaving only a limited amount subject to regulation by the USACE and the CDFG. The mapping also demonstrates that a large amount of vernal pool preservation and creation has occurred within the City's open space, City preserve parcels, and regional mitigation banks to compensate for vernal pool impacts within the City.

Based on this information, in October 2000 the City and USFWS agreed that an HCP or equivalent conservation strategy would not be required for remaining development within the City of Roseville

(Meeting summary email from Chris Beale dated October 24, 2000, and City of Roseville letter to the USFWS dated May 10, 2001). Instead it was agreed that staff effort would be directed toward development of an interim conservation strategy for the remaining vernal pools within the City, and reviewing Operation and Management Plans for certain existing preserve areas. It should be noted that because of agreement not to prepare an HCP or equivalent conservation strategy, and because of then current staffing limitations at the USFWS (due to the processing the San Joaquin HCP), lower priority was placed on maintaining the MOU deliverable schedule. Nevertheless, a draft interim strategy goals and objectives document and a sample Operation and Management Plan were submitted to the USFWS for review in May of 2001. In June 2001, the USFWS provided comments on these documents as well as on the general implementation of the MOU. In its June 28, 2001, letter, the USFWS commended the City for its mapping efforts and continued coordination to implement measures outlined in the MOU. With regard to general implementation of the MOU, the USFWS noted that the MOU requirement to prepare an HCP or equivalent could be satisfied at the project level through the Section 7 consultation process in the context of wetland permitting pursuant to Section 404 of the Clean Water Act (USFWS Letter of June 28, 2001). This determination established the process for moving forward with the annexation proposal and an individual 404 permit for the WRSP project.

In December 2001, after the Roseville City Council authorized staff to investigate the feasibility of annexing certain lands beyond the City's western edge, the City provided an update letter to the USFWS regarding the current understanding of commitments under the MOU. The City's December 5, 2001, letter clarified that the then current (and still current) understanding is that preparation of a long-term conservation plan would only occur in the context of an annexation. Only within the context of an annexation would there be opportunities to achieve efficiency and consistency in Operation and Management across all City preserves, both those within the current City limits and any preserve that may be formed as part of an annexation project. This is the approach the City has taken with the WRSP project. The landowners are in the process of securing an individual 404 permit and Section 7 consultation with the USFWS and are required to fund preparation of an "Overarching Management Plan" to carry out coordinating enhancements to both existing preserves and the preserve formed as part of the annexation project. The specifics of the overarching management plan, including its relationship to the Placer Legacy HCP/NCCP and the preserve area created as part of the WRSP, will be refined with the USFWS as part of reviewing and approving the WRSP 404 permit Operation and Management Plan. Consequently, the MOU is being followed.

Coordination with Placer Legacy. Although the City of Roseville has not adopted a resolution to participate in the Placer Legacy HCP/NCCP program, the City has actively participated in the program and has coordinated its planning efforts with the program. Immediately following City Council direction

to begin analyzing the WRSP annexation project, City staff and the applicants initiated monthly meetings with County Placer Legacy program staff and the involved resource agencies. These discussions resulted in the identification of general areas where off-site preservation mitigation efforts should focus to further the preservation goals of the Placer Legacy program. The landowners' subsequent 404 permit application and mitigation strategy were designed, to the degree possible, to be consistent with the then current understanding of the HCP/NCCP under development. The USFWS has since indicated that the proposed mitigation strategy is acceptable.

The City is also coordinating with the HCP/NCCP efforts by participating in County studies supporting the development of the HCP/NCCP by making existing urban open space riparian areas and wetland and vernal pool preserves available to County consultants for study as part of an attempt to define appropriate preserve size and buffer requirements. The City participates in the Biological Working Group meetings and also shares other related resource information with the County as requested. Management recommendations to be developed in response to ongoing HCP/NCCP studies will be considered as part of developing the "Overarching Management Plan." One role of the Overarching Management plan is to coordinate management strategies being developed as part of the County HCP/NCCP with those under consideration for the WRSP preserve area and to the extent possible, existing preserves within the City of Roseville. This coordination, and development of the Overarching Management Plan, is being carried out consistent with the City of Roseville/USFWS MOU and to ensure coordination with the County's larger landscape level conservation planning efforts.

In addition to the above described early project level meetings, City staff regularly attends the Placer Legacy Biological Working Group meetings to stay informed and share information concerning the process and status of individual projects. With regard to the County's HCP/NCCP Program and the WRSP project, the WRSP project is included in the Draft Conservation Strategy Overview (September 8, 2003) Alternative 2 Development Opportunity Area. According to this document, the intent of Development Opportunity Areas is to show where growth may be more reasonably accommodated and may be compatible with the Conservation Plan's goals and objectives, taking into account existing general plans of the cities and the County, planned infrastructure and the distribution of biological resources. The Draft Conservation Strategy further states that, "*Some places within this area may be more suitable for conservation and may be incorporated in on-site mitigation or impact avoidance.*" This is the approach taken with the proposed WRSP project. The highest value and most densely distributed biological resources would be preserved on site in combination with a large off-site preservation component. Off-site preservation areas were selected based on biological resource mapping generated by the Placer Legacy HCP/NCCP project and guidance provided by State and federal resource agencies. The City's WRSP and County's HCP/NCCP projects have been coordinated to the degree possible

considering the projects' independent schedules and that the HCP/NCCP project was and still is at a very conceptual stage with ongoing baseline studies.

■ Topical Response G **Water Supply**

The following information provides amplification and clarification of the water supply strategy for the City of Roseville with and without the WRSP. This topical response only addresses the WRSP, and not the Remainder Area, since no specific project is proposed for the Remainder Area at this time. As indicated in the Final EIR, additional water supply planning and environmental analysis will be required if or when specific development is proposed within the Remainder Area.

Overview

A. Water Supply—Existing City (Without Project)

Roseville has contractual water supplies from the United States Bureau of Reclamation (USBR) for 32,000 acre-feet (AF/yr) and with PCWA for 30,000 AF/yr. The City has also entered into a reallocation agreement with SJWD for 800 AF/yr; with supplies totaling 62,800 acre-feet per year (AF/yr).

As explained in the Final EIR, the City participated in the Water Forum, which was comprised of regional stakeholders concerned with the protection of the Lower American River and reliable water supplies. As a result, the City entered into a “Purveyor Specific Agreement” (PSA) that outlines how Roseville will meet City commitments resulting from the Water Forum. These commitments include a strategy for providing a safe and reliable water supply through the year 2030 and protecting resources associated with the Lower American River. A specific commitment resulting from the Water Forum Agreement (WFA) is a limitation of diversions from the American River for the City, from 62,800 AF/yr to 55,700 AF/yr in “Normal / Wet Year.”

Available surface water supplies are reduced in “Drier and Driest Years” to 39,800 AF/yr as outlined in the WFA.¹ Additional sources of supply, including groundwater, recycled water, and increased levels of conservation make up the difference between “Normal Year” and “Driest Year” demands.

B. Proposed Water Supply—Existing City Plus Project

To maintain supplies to the existing City and also to supply water to the proposed WRSP, the City has optioned 3,200 AF/yr of water from San Juan Water District. The City has also updated water use demand factors for the different land-use types:

¹ During “drier” years water may be scaled back but only proportionally to the American River unimpaired inflow.

Demand Projection Using New Demand Factors	
Projected Build Out Demands—City	51,620 AF/yr
Projected Build Out Demands—WRSP	7,042 AF/yr
Total	58,662 AF/yr

Compared to prior demand projections for the same land use, the modified demand factors are 14 percent less.

Similar to the supply strategy for the existing City, in Drier and Driest years (approximately 17 out of every 100 years), the water supply strategy will rely on groundwater, recycled water, and increased conservation efforts. In addition, to mitigate impacts of groundwater during these times, the WRSP FIR mitigation requires the fallowing of agricultural (rice) land. To add a margin of error, the agricultural land would be fallowed in perpetuity in all years, while the water supply strategy only calls for the use of groundwater in a fraction of the years.

C. Water Supply Strategy

The water supply strategy for both the existing City and the WRSP use a comprehensive approach to ensure water supply reliability for customers. It incorporates a conjunctive use element for existing and future general plan customers to ensure they are protected by a diversified set of water supply options. It is a conservative approach and does not come at the expense of the existing City's supply. Additional water supplies are obtained through reallocating a portion of SJWD's, PCWA water supply contract (3,200 AF/yr of 25,000 AF) for new surface water supplies into the City's service area. Existing supplies made available to the WRSP through modifying the demand factors are water supplies that are in excess of build out demands of the existing City General Plan.

The WRSP has also committed to an increased level of recycled water use above that of the existing City. The plan has also incorporated groundwater wells into the plan for increased reliability. These wells will provide a backup supply for the WRSP and will provide an increased reliability for the existing City system.

D. Other Environmental Documents

The development of the City's "Water Supply Strategy" relies on the environmental analysis that was completed for the Water Forum effort.¹ This systemwide analysis, including impacts to aquatic resources, was completed that evaluated diversions from the American River through the year 2030. It also identified mitigation measures to reduce the impacts of increased diversion in the future.

¹ *Water Forum Proposal Draft FIR*, January 20, 1999

The West Roseville Specific Plan (WRSP) Final Environmental Impact Report (Final EIR) addresses land-side impacts resulting from increased water supply diversions that were not previously addressed in the Water Forum EIR. This analysis was reflected in the language in the Memorandum of Understanding for reallocating 3,200 AF/yr of Placer County Water Agency (PCWA) water between Roseville and San Juan Water District (SJWD).

Specific detailed information is contained in the following sections, responding topically to EIR comments:

- I. Contractual Water Supplies
 - a. United States Bureau of Reclamation
 - i. Long-term supply contract and supply reliability
 - ii. Warren Act contract
 - b. Placer County Water Agency
 - i. Supply reliability
 - c. San Juan Water District
 - d. Proposed Buildout Requirements
- II. Water Forum Agreement (WFA)
 - a. Co-equal Objectives
 - i. Legal enforceability of the WFA
 - b. Hydrologic Year Types
 - c. City Commitments
 - d. San Juan Commitments
 - i. What does this mean to Roseville?
 - e. Reallocation and WFA Compliance
 - f. Water Forum CEQA Compliance
 - g. How Do Water Supply Contracts with Placer County Water Agency (PCWA), US Bureau of Reclamation (USBR), and San Juan Water District (SJWD) Relate to the WFA?
 - i. How Does the WFA Affect Available Surface Water Supplies?
 - ii. How do the Water Supply Contracts with PCWA and the Bureau work in Conjunction with the WFA?
- III. Demand Factor Modifications
 - a. Evaluation of Existing Data
 - b. Regional Data and Comparison
 - c. Application of New Demand Factors
- IV. Groundwater Supplies
 - a. Static Run Analysis and Incremental Impacts

- b. Evaluation Scenarios
 - i. Cumulative Without Project Baseline Condition
 - ii. Project Without Mitigation Condition
 - iii. Project With Mitigation Condition
 - c. Results of Groundwater Impacts Analysis
 - d. Basis of the Numbers
 - i. Volume of Groundwater Extracted
 - ii. Ultimate Disposition of Applied Water
- V. Water Conservation
- a. Droughts
 - b. Drought Mitigation
 - i. Recycled Water Supplies
 - ii. Groundwater Supplies
 - iii. Drought Stages
 - c. Confirmation of Conservation Factors
- VI. System Issues
- a. System Losses
 - b. System Aging
- VII. Water Supply Strategy
- a. Existing General Plan
 - b. West Roseville Specific Plan
 - c. Existing City General Plan and the West Roseville Specific Plan

I. Contractual Water Supplies

Roseville has several water supply contracts. The primary source of supply has historically been the United States Bureau of Reclamation (USBR). A second source of supply is from Placer County Water Agency (PCWA). A third source of supply is through reallocation of a portion of San Juan Water District's PCWA water supply contract. The following table summarizes existing contractual water supply sources and proposed sources for the WRSP project.

Roseville Water Supply Contracts			
Source	Quantity (AF)	Year Obtained	Year Exercised
USBR	32,000	1967	1971
PCWA			
1st Option	10,000	1989	1991
2nd Option	10,000	1991	—
3rd Option	10,000	1996	—
<i>Subtotal</i>	62,000		
San Juan Water District			
Dr. Ranch			
FT Hills Bus Park	800	2001	—
WRSP (MOU)	3,200	2003	—
<i>Total Supply</i>	66,000		

Each source of supply is discussed below.

1.a United States Bureau of Reclamation

In 1967, Roseville entered into a long-term water supply contract with the United States Bureau of Reclamation (USBR). By entering into this contract the City committed to using surface water from the American River for future development within the City boundaries. The Bureau contract changed the City's primary water supply source from predominately groundwater supply to predominantly surface water supply.

1.a.i Long-Term Supply Contract and Supply Reliability

Roseville's long-term water supply contract with the USBR is 32,000 AF/yr of American River Water. The current contract expires in 2011 and has a renewal clause for successive periods of 40 years. As part of the Central Valley Project (CVP) Improvement Act (1992), the Bureau was required to renew all long-term supply contracts. The City is currently negotiating the renewal of this contract. The term of the existing contract is for 40 years with perpetual renewal periods of 40 years.

The reliability of this contract is based on the shortage policy of the Bureau. It states:

Currently, many M&I contractors are not using the full M&I portion of their contract total. If the M&I water shortage allocation were applied to full contract entitlements, the resulting allocation for some contractors would exceed their current demand. M&I water demands within the CVP are continually increasing. Therefore, the provision of "75 percent M&I reliability" will be applied to a contractor's historical use, with certain adjustments, up to the CVP projected M&I demand as of September 1994. Reclamation recognizes that as water conservation measures are implemented there is a hardening of demands that lessens an M&I contractor's ability to reduce demand during shortages.

The capability of the CVP to meet the water supply levels addressed by this policy is subject to the availability of CVP water supplies. M&I water shortages may differ between divisions of the CVP. Generally, the allocation (percentage) to the various divisions will be the same, unless specific operational constraints on Reclamation require otherwise.

Terms and Conditions

Allocation of M&I water will be based on a contractor’s historical use of CVP water, adjusted for (a) growth, (b) extraordinary water conservation measures, and (c) non-CVP water, subject to Term and Condition 3. At the contractor’s request, Reclamation will consult with the contractor to adjust the contractor’s historical use on the basis of (a) growth, (b) extraordinary water conservation measures, and (c) use of non-CVP water....Crediting for non-CVP water will be based on 1 acre-foot for 1 acre-foot, unless Reclamation and the contractor agree otherwise in considering unique circumstances.³

The total volume of American River water available for diversion by the City in a given year is also dependent on hydrologic availability; that is, the WFA provides for only a **potential** maximum diversion. In wet/normal years, the WFA maximum of 55,700 AF/yr will typically control. In dry and critically dry years, however, it is likely that CVP deficiency criteria will control surface water availability for the City (as noted above, the City’s CVP water supply can be subject to deficiencies of up to 25 percent under certain hydrologic conditions). Figure 1 indicates that CVP deficiencies will slightly decrease the availability of surface water supplies to the City versus the WFA. CVP shortages govern in approximately 30 percent of the years, leaving 55,700 AF/yr available for diversion by the City in about 63 percent of the years (versus the 83 percent “potential” availability provided for in the WFA). If only the WRSP area develops, the City must develop 2,962 AF/yr of supplies (58,662 AF/yr minus 55,700 AF/yr) in addition to the planned 15,900 AF/yr of supplemental supplies.

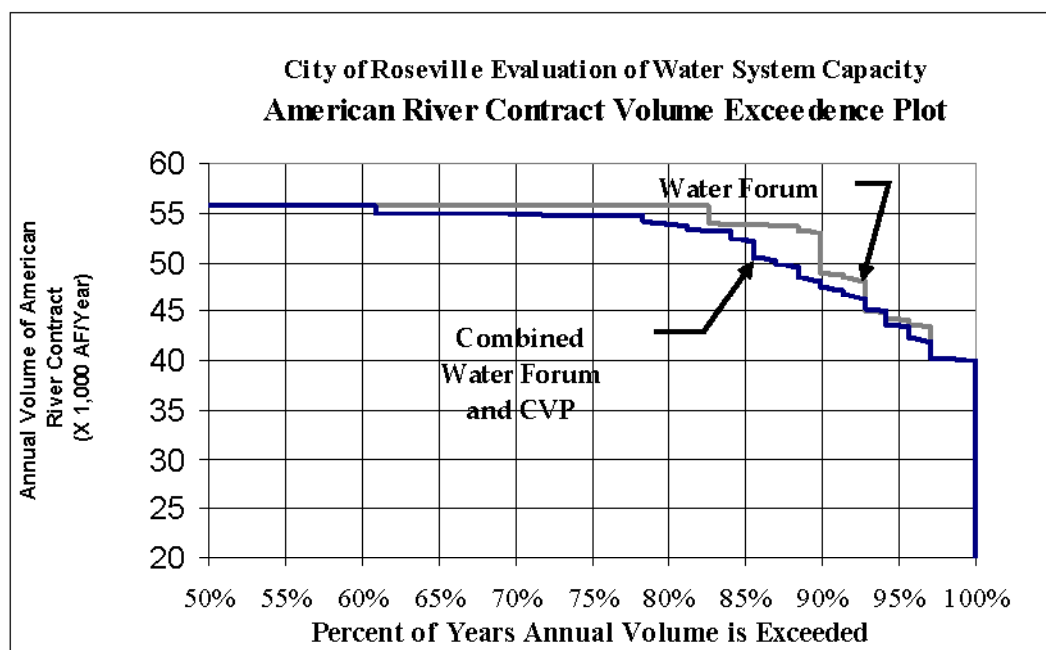


Figure 1 American River Contract Volume Exceedance with CVP Shortages

³ M&I shortage policy included in Appendix 1.

The WFA integrates the use of PCWA and Bureau supplies to meet potable water demands of the City and in stream flow requirements. This is accomplished by reducing water supply diversions from the river in “Drier and Driest Years.” There could be years that the Bureau implements contract supply reductions not identified in the Water Forum. During those year types, reductions would be offset by increasing the use of PCWA supplies up to 30,000 AF/yr. Diversion Agreements between the Bureau of Reclamation and the upstream diverters will be executed. A draft agreement is contained in Appendix F—Water Forum Agreement.

At buildout of the City (including the WRSP), the use of Bureau contract water will be maximized at 32,000 AF/yr. A reduction of up to 25 percent in a given year would reduce the City’s available CVP supply to 24,000 AF/yr during that year. To address these potential CVP deficiencies, the City entered into a water supply contract with the Placer County Water Agency (PCWA) for up to 30,000 AF/yr (refer to discussion below). The PCWA transfer water supply fully restores the City’s WFA surface water supply reliability; that is, the PCWA transfer supply replaces the CVP supply deficiency.

I.a.ii Warren Act Contract

To access PCWA water supply entitlements (described in Section I.b, herein), a long-term Warren Act contract with the Bureau of Reclamation is required. A Warren Act contract allows the City to utilize USBR facilities to wheel water to the City. The final agreement has been negotiated with USBR; finalization of the agreement is pending completion of the associated environmental document being prepared by Surface Water Resources, Inc. It should be noted that 55,700 AF/yr of the City’s 62,000 AF/yr of water supply entitlements was analyzed as part of the Water Forum CEQA compliance (refer to Section II.f, below). Modeling for that document incorporated diversions from the American River at Folsom utilizing a Warren Act contract.

Roseville has entered into three, 1-year Warren Act contracts since beginning negotiations with the Bureau of Reclamation on the long-term wheeling agreement. It is anticipated that the Bureau will continue to enter into one-year agreements until the long-term agreement is completed. The estimated time for completing the agreement is mid 2004 and the agreement will expire in 2028. The table below summarizes the years in which PCWA water has been wheeled under the 1-year Warren Act contracts.

PCWA Water Volumes Wheeled		
Year	Amount (AF)	Percent of Annual Demand
1991	4,864	33.0
1992	2,337	14.5
1994	7,115	39.8
2001	6,410	23.6

The long-term Warren Act Contract is intended to deliver up to 30,000 AF/yr. The amounts shown in the table above report the volume of water diverted from PCWA under the exercised contract (10,000 AF/yr) to make up for USBR reductions in the stated year.

The water received from PCWA in those years equated to the percent of City demand shown in the third column of the table. The City experienced significant growth during those years. Applying the USBR shortage policy of averaging the five-year historical use to obtain USBR reductions equates to a higher percentage of the demand than when the City reaches build-out. At buildout of the City, a supply hardening will occur making the application of the “shortage policy” much easier to apply.

1.b Placer County Water Agency

Roseville entered into the first of three 10,000 AF/yr water supply option contracts in 1989 for Middle Fork (American River) water with the Placer County Water Agency (PCWA). That option contract was exercised in January 1991 with a term of 20 years with additional renewable periods of twenty years. In November 1991, the City negotiated a second 10,000 AF/yr option from PCWA and in October 1994 the third 10,000 AF/yr option was acquired from the agency. In 1996, the water supply agreement was amended to establish the future rate of payment for the first exercised 10,000 AF/yr supply option and established a potential schedule of deliveries of the remaining 20,000 AF/yr supply options. The following table summarizes by year, when the three options were purchased, when they were exercised and the anticipated deliveries outlined in the 1996 contract amendment.

Year	PCWA Supply ¹	Anticipated Schedule for PCWA Options (AF)	PCWA Total (AF)
1991 Exercised 1st option	10,000	0	10,000
1991 Purchased 2nd option			
1994 Purchased 3rd option			
July 1999	10,000	5,000	15,000
July 2004	10,000	10,000	20,000
July 2009	10,000	15,000	25,000
After July 2009	10,000	20,000	30,000

1. PCWA Supply is the first 10,000 AF/yr option, which was secured by the City [exercised] in 1991.

1.b.i Supply Reliability

In September 1998, PCWA contracted with Water Resource Management, Inc. to determine PCWA’s ability to supply Middle Fork project water to the City of Roseville under WFA rules. Based on a letter dated November 13, 2003, from Jeffrey Meyer, ECORP Consulting Inc (formally of Water Resources Management Inc.), to Einar Maisch with PCWA, PCWA will be able to deliver contractual water supplies as identified in the Water Forum. The letter states:

Based on the hydrology that occurred from 1922–1991, our results indicate that the full 54,900 AF/yr can be diverted 82 percent of the time. The reductions in delivery occur in about 18 percent of the years, but PCWA can

provide up to 20,000 AF/yr [Editors Note: of Re-Op Water in addition to contractual supply] in those years. PCWA's Middle Fork Project re-operation during the drier years results in a decrease of MFP storage that is recovered in subsequent wet years.⁴

"Re-operation" water is discussed in Section II.b, below.

I.c San Juan Water District

San Juan Water District (SJWD) has multiple water contracts to supply water to their wholesale and retail customers. One of these contracts is a long-term water supply agreement with PCWA (dated December 7, 2000) that entitles San Juan to receive 25,000 AF/yr of PCWA's Middle Fork Project water supply for delivery in Placer and Sacramento Counties. This water is delivered from Folsom Reservoir.

The MOU between Roseville and San Juan Water District identifies Roseville as the lead agency for CEQA purposes. This was done because "landside impacts" relating to the diversion of the 3,200 AF/yr of supply in the Roseville service area had not been analyzed under the Water Forum Environmental Impact Report. These impacts required evaluation prior to the finalizing the agreements that were completed (refer to Section 4.11.4 of the Final EIR). Mitigation measures to reduce impacts from the 3,200 AF/yr diversion are included on page 4.11-45 of the Final EIR and are included as part of the WRSP project.

Under the Water Forum EIR, aquatic impacts of SJWD diverting the full 25,000 AF/yr of Middle Fork (PCWA) supply were analyzed and mitigation measures adopted.

First Contract

Roseville entered into an agreement with SJWD to reallocate 800 AF/yr of their PCWA Middle Fork contractual supply. This supply was acquired to provide a surface water supply into the City's service area in anticipation of the Doctors Ranch and Foothills Business Park annexation, which occurred in 2001. This supply agreement was enacted in February 2001 and outlines the requirements for using the water supply. The primary requirement relates to San Juan's Water Forum commitments. The agreement states:

In the event San Juan reduces its diversion in any year from the American River pursuant to the WFA, San Juan may, in the reasonable exercise of its discretion, deliver no Surface Water to the City that year, in which case, the City shall use the Well Project or water from other sources to provide water service to the City Service Area.

Like Roseville, San Juan Water District committed through the Water Forum process to reduce diversions from the American River in "Drier and Driest Years." These years identify when Roseville will be required to utilize groundwater to offset reductions in river diversions. As identified through the Water Forum analysis, San Juan is required to reduce their diversion from the river in 18 out of 100 years

⁴ Letter—Jeffrey Meyer, ECORP Consulting Inc., Appendix 2

(18 percent). As a consequence, Roseville will receive 0 AF/yr in those years and will supplement supplies using groundwater, recycled water, and conservation.

Second Contract

On June 18th, 2003 Roseville and San Juan Water District entered into a Memorandum of Understanding (MOU) regarding the reallocation of 3,200 AF/yr of the district’s PCWA water supply contract. A copy of the MOU is included in Appendix 3. The MOU states:

City and San Juan intend to execute and perform the Water Transfer Agreement after the City has approved and certified the final CEQA compliance document for the Project, and San Juan has considered the City’s CEQA document in carrying out San Juan’s duties as a responsible agency under CEQA with respect to the Project.

The MOU attaches a copy of the Water Transfer Agreement that the parties intend to execute. This agreement states:

In the event San Juan, reduces its diversion in any year from the American River pursuant to the WFA, San Juan may, in the reasonable exercise of its discretion deliver no Transfer Water to the City that year, in which case, the City shall use the Well Projects referred to in Section 9 or water from other sources to provide water service to the City Service Area.

9. City Well Projects: City will design and construct groundwater wells for a potable water supply to be located in the City (“Well Projects”) with water production capacity sufficient to provide an alternative from the District under this Agreement. City will operate and maintain the Well Projects as a source of water for the City Service Area during times when Transfer Water is not available from San Juan under Sections 7 and 8 of this Agreement.

Pages 6 and 7 of the Water Transfer Agreement provides that the second contract supply is required to comply with San Juan’s Water Forum commitments and the City will require additional groundwater wells prior to delivering water to the service area.

1.d Proposed Buildout Requirements

The following table summarizes the projected demands through build out of the City including the WRSP and the SOI Area in 5-year blocks.

Projected Buildout Demand ^{1,2}					
Year	City Only (AF)	City + WRSP (AF)	City + WRSP + RMOU ³ (AF)	Contract Supply (AF) ⁴	American River Supply (AF) ⁵
2003	30,275	30,275	30,275	42,800 ⁶	42,800
2005	40,314	40,314	40,314	56,000 ⁷	56,000
2010	41,697	44,395	44,395	66,000 ⁸	58,900
2015	43,399	49,457	50,183	66,000	58,900
2020	44,728	53,095	57,459	66,000	58,900
Buildout	51,620 ⁹	58,662	64,093	66,000	58,900

1. Projected demands are based on the modified demand factors by MWH.
2. Recycled water usage has not been factored out of projected demands.
3. Remaining Memorandum of Understanding Area
4. Diversion amounts that could be available through exercised contracts
5. Diversion limitation due to the WFA---Wet Year
6. 32,000 AF/yr (US&R) + 10,000 AF/yr (PCWA) + 800 AF/yr (SIWD) = 42,800 AF
7. 42,800 AF/yr (See note 5) + 10,000 AF/yr (PCWA) + 3,200 AF/yr (SIWD) = 56,000 AF
8. 56,000 AF/yr (See note 5) + 10,000 AF/yr (PCWA) = 66,000 AF

Based on the available American River Water Supply, a surface water supply is available for the existing City service area and the West Roseville Specific Plan Area. It is only with the addition of the Remainder Area that the City's existing water supplies available for diversion from the American River at Folsom Reservoir are insufficient to meet projected demands. These supply figures apply to average and wet hydrologic years; total supplies available in dry years are discussed in Sections II, IV, and V, below.

II. Water Forum Agreement

II.a Co-equal Objectives

The purpose of the Water Forum process was to accomplish two co-equal objectives. Those objectives are:

Provide a reliable and safe water supply for the region's economic health and planned development to the year 2030

and

Preserve the fishery, wildlife, recreational, and aesthetic values of the Lower American River.

The comprehensive Water Forum Agreement allows the region to meet its needs in a balanced way through implementation of seven elements. These elements include detailed understandings among stakeholder organizations on how this region will deal with key issues such as groundwater management, increased water diversions, dry year supplies, water conservation, and protection of the Lower American River.

The Forum Agreement contains seven complementary actions, each of which is necessary for a regional solution to work.

1. Increased Surface Water Diversions
2. Actions to Meet Customers' Needs While Reducing Diversion Impacts in Drier Years.
3. An Improved Pattern of Fishery Flow Releases from Folsom Reservoir
4. Lower American River Habitat Management Element, which also addresses Recreation in the Lower American River
5. Water Conservation Element
6. Groundwater Management Element
7. Water Forum Successor Effort

II.a.i Legal Enforceability of the Water Forum Agreement

The Water Forum Agreement and the Water Forum Purveyor Specific Agreements (contained in the Water Forum Agreement) are intended to embody general principles agreed upon between the signatories. They are not intended to, and do not, create contractual relationships, rights, obligations, duties or remedies enforceable in a court of law by, between, or among the signatories or any third party.

The Water Forum signatories receive additional assurances (increased reliability of water supplies) through an updated Lower American River Flow Standard, legally enforceable contracts, joint powers authorities, and commitments in project-specific environmental documents.

The Flow Standard for the Lower American River identifies a pattern of releases from Folsom Reservoir that closely match the needs of anadromous fish and reflects increased diversions from the river. The improved pattern of releases will somewhat reduce summer flows to conserve water to allow increased releases in the fall. This improved pattern will maximize in-stream flows and temperature conditions for anadromous fish in the Lower American River.⁵

Following are examples of assurances already received:

- Formation of the Sacramento Groundwater Authority
- Development of the Regional Water Master Plan and the Regional Water Authority
- Implementation of the various purveyor conservation plans
- Support of facility expansions like the Barton Road water treatment plant and raw water supply line
- Continued support of the creation of the Lower American River flow standard
- Development of specific Surface Water Diversion Agreements with the USBR; finalization of the agreements is anticipated to be part of the long-term water supply contracts
- Development of facilities necessary to accomplish surface water reductions in drier and driest years, like the Diamond Creek Well, and expanded recycled water services to Diamond Oaks Golf Course

II.b Hydrologic Year Types

The Water Forum Agreements define various hydrologic water year types. These include Baseline, Wet/Average Years, Drier Years, Driest Years (Conference Years). The analysis of water supply for the existing City in conjunction with the WRSP utilized the Driest Year criteria. This year type is the most conservative in that it limits the amount of surface water available to 39,800 AF/yr unlike the Drier Years that increase in surface water availability from 39,800 AF/yr to 55,700 AF.

Each of these year types along with a description of the amount of water the City may divert under each condition is described as follows:

Baseline: Baseline means the historic maximum amount of water that suppliers diverted from the American River in any one year through the year 1995 or in certain appropriate instances other amounts specified in a purveyors specific agreement. For the City of Roseville, this equates to 19,800 AF/yr.

⁵ Taken from Water Forum Agreement, page 73

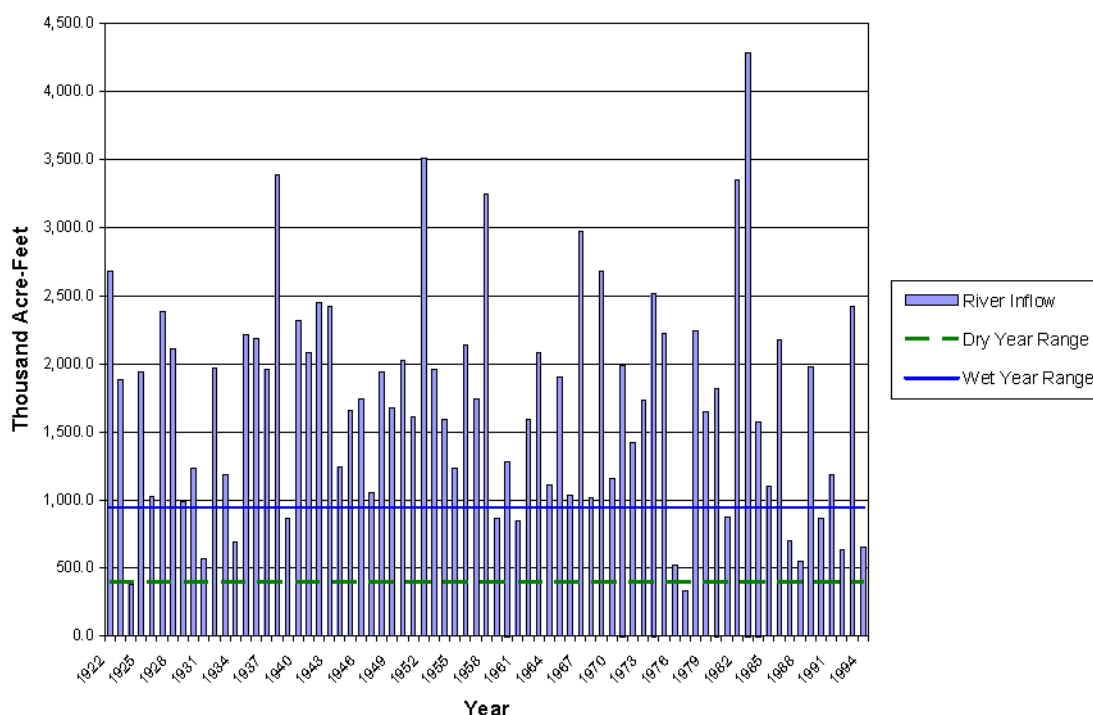
Wet/Average Years: As it applies to these diverters, years when the projected March through November Unimpaired Inflow to Folsom Reservoir is greater than 950,000 AF. The City of Roseville can divert up to 54,900 AF/yr + 4,000 AF/yr (800 + 3,200 of SJWD water) in this year type.

Dry or Drier Years: Years when the projected March through November Unimpaired Inflow to Folsom Reservoir is less than 950,000 AF/yr and greater than 400,000 AF. The City’s maximum diversion will decrease from 54,900 AF/yr to 39,800 AF/yr with PCWA’s Middle Fork Project providing replacement water to the river equivalent to Roseville’s diversions above Baseline (1995 levels of diversion =19,800 AF). During this year type, the replacement water will be no more than 20,000 AF/yr (20,000 AF/yr + 19,800 AF/yr = 39,800 AF). The Forum has termed this replacement water “re-operation” or “re-op” water.

Dry Years over the 70-year hydrologic record are listed in the table below. Unimpaired inflow (March through November) into Folsom Reservoir varies depending on the year type. Depending on the type of year, Roseville will decrease the amount of surface water taken (54,900 AF/yr to 39,800 AF) in proportion to the decrease in unimpaired inflow, from 950,000 to 400,000 AF, to Folsom Reservoir.

Dry Years	Unimpaired Inflow TAF	Dry Years	Unimpaired Inflow TAF
1931	571	1981	881
1934	690	1987	705
1939	873	1988	545
1959	872	1990	873
1961	854	1992	631
1976	518	1994	649
1981	881	1981	881

Unimpaired Inflow to the American River



Driest Years (Conference Years): Years when the projected March through November Unimpaired Inflow to the Folsom Reservoir is less than 400,000 AF. Conference years would require the City and others to meet and confer on how best to meet current demands and how to protect the American River. Under this year type, the City will decrease diversions to 39,800 AF/yr and PCWA’s Middle Fork Project water will provide 20,000 AF/yr of replacement water (re-op water) to the river. The preceding chart identifies the 70 year hydrologic record for unimpaired inflow into the American River. Three conditions, Normal, Drier and Driest years are delineated by areas above, between and below the horizontal lines.

The following table identifies the two Driest Years identified over the 70-year hydrologic record. In these years the unimpaired inflow into Folsom Reservoir is less than 400,000 AF. Under these conditions, Roseville will divert and use up to 39,800 AF. In the driest year, Roseville will continue to meet its customers’ needs through additional conservation, use of groundwater, and continued use of recycled water. The City will also enter into an agreement with PCWA to release up to 20,000 AF/yr of Middle Fork water to the American River through re-operating PCWA’s reservoirs.

There is the possibility that the unimpaired inflow into Folsom Reservoir may not be sufficient to provide purveyors the driest year quantities. In those years, Roseville will meet and confer with other stakeholders in the region to determine how the available water supply should be managed. This conference is guided by guiding principles outlined in the Water Forum Agreement.

It should be noted that a conservative approach to estimating conservation efforts was used in the development of the water supply strategy. The Roseville Municipal Code identifies a significantly higher level of conservation than what was identified in the water supply strategy. This conservatism will enable Roseville to meet customer needs in all years.

Driest Years	Unimpaired Inflow TAF
1924	379
1977	332

The two years identified (2.8 percent of the time) were both below the 400,000 AF/yr threshold identified in the Water Forum Agreement. To make up any additional water supply short fall, the City will make up the difference with additional groundwater withdrawals and implementation of drought stages (refer to Section V.b.iii below for further description).

II.c City Commitments

The City of Roseville under the existing General Plan will increase its average- and wet-year diversions from a baseline of 19,800 AF/yr (1995 level of diversion) to a year 2020 level of diversion of 55,700 AF.⁶

In drier years, Roseville will divert and use a decreasing amount of surface water from 55,700 AF/yr to 39,800 AF/yr by implementing additional conservation measures, using groundwater and by reducing long-term demands on the river by increasing the use of recycled water throughout the community. Additionally, the City will enter into an agreement with PCWA to re-operate their Middle Fork Project reservoirs to release up to 20,000 AF/yr of water to the river for environmental purposes. The amount of re-op or replacement water required depends on the level of unimpaired inflow into the American River. The City is currently working with PCWA to finalize a re-op agreement to meet the Drier and Driest year environmental replacement commitments as noted in Section I.b. PCWA has analyzed their ability to provide the 20,000 AF/yr of replacement water (re-op water) and have determined that it is available in all hydrologic years.

The re-op agreement with PCWA is needed regardless of the land use action of the WRSP. The environmental impacts of Middle Fork reservoir re-operation were evaluated as part of the Water Forum EIR (refer to Appendix 2 for analysis).

⁶ Initial Water Forum negotiations were 54,900 AF/yr in average and wet years. This amount increases due to the first San Juan reallocation contract of 800 AF.

In driest years, to increase the baseline diversion amount from 19,800 AF/yr to 39,800 AF, Roseville will enter into an agreement with PCWA to re-operate their Middle Fork Project reservoirs to replace 20,000 AF/yr of water to the river for environmental purposes.

For a detailed description of Roseville's Water Forum commitments refer to Appendix 4.

II.d San Juan Commitments

San Juan Water Consortium (SJWD) is comprised of several water districts located in Sacramento and Placer Counties. Citrus Heights Water District, Fair Oaks Water District, Orange Vale Water Company and portions of Folsom and Placer County are served by SJWD. A portion of Roseville is included in SJWD's service area in Placer County.

SJWD has a pre-1914 water right of 33,000 AF, a USBR contract for 11,200 AF/yr and a PCWA contract for 25,000 AF. The place of use for the PCWA contract is within Placer County. SJWD has also contracted with the USBR for an additional 13,000 AF/yr of American River Water under Public Law 101-514.

Compliance with the Water Forum under the respective hydrologic years varies from Roseville's commitment. San Juan's Water Forum Agreement requires the following:

- In Average or Wet Years the consortium would take 82,200 AF.
- In Drier Years, SJWD will divert and use a decreasing amount of surface water from 82,200 AF/yr to 54,200 AF/yr in proportion to the decrease in unimpaired inflow into Folsom Reservoir between 950,000 AF/yr to 400,000 AF. The consortium will reduce their demand proportionally by additional conservation measures up to 15 percent and use groundwater to meet their additional demands.
- In Driest Years, SJWD will reduce their diversions to 54,200 AF, equivalent to their baseline amount. The consortium will reduce their demand proportionally by additional conservation measures up to 15 percent and use groundwater to meet their additional demands.
- In those hydrologic years when the American River is below 400,000 AF/yr of unimpaired inflow, SJWD will participate in a conference with other stakeholders on how the demands and river flows should be managed.

II.d.i What does this mean to Roseville?

The 3,200 AF/yr (MOU) and the 800 AF/yr (existing contract) are not available to the City during drier and driest years. Roseville is required by agreement to find alternate sources of supply to replace the average or wet year supply. This is done by increasing conservation measures and by using groundwater supplies. This is estimated to occur in 17 out of 100 years. The water reallocation contract (San Juan Agreement—3,200 AF) requires the City to have groundwater wells in place that would deliver the equivalent amount of water taken, prior to scheduling delivery of the water.

II.e Reallocation and Water Forum Agreement Compliance

The issue of compliance with the Water Forum Agreement and the reallocation to the City of 3,200 AF/yr of SJWD PCWA contract supply is addressed in a white paper prepared by Paul M. Bartkiewicz, Counsel for SJWD.

The white paper finds that the agreement is consistent with the Water Forum Agreement for the following reasons:

1. Implementation of the San Juan / Roseville Water Agreement would not adversely affect compliance with the Dry-year American River diversion reductions set forth in San Juan and Roseville's Purveyor Specific Agreements.
2. Implementation of the San Juan / Roseville Water Agreement (a) would not conflict with the provisions of the Water Forum Agreement dealing with maximum American River diversions, and (b) would be in furtherance of the Coequal Objectives of the Water Forum Agreement.
3. The Water Forum Agreement does not address land-use planning within Placer County as it does within Sacramento County:

If the reallocation of "most year" diversion quantities constituted a "changed condition" under the Water Forum Agreement, then it would be reviewed in terms of its impact on achieving the coequal water supply and environmental objectives of the Water Forum Agreement. Therefore, a reallocation of these quantities between purveyors, so long as the total quantities modeled did not change, would not affect the analysis of long-term operations. This collaboration (a) would enhance meeting long-term regional water supply objectives; (b) would not adversely affect compliance with American River dry-year reductions; and (c) would have no impact on the analysis of long-term "most year" American River diversion.

II.f Water Forum CEQA Compliance

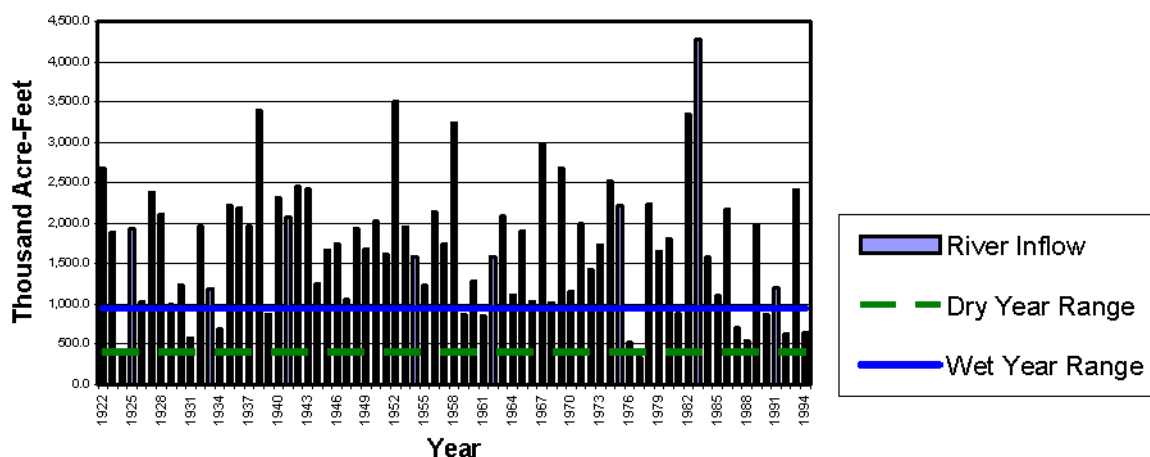
An important part of the Water Forum process was identifying the environmental impacts associated with the purveyor agreements. An Environmental Impact Report was prepared that identified environmental impacts and established applicable mitigation measures. The Water Forum EIR is a programmatic level document that analyzes the cumulative effects of implementing water purveyor agreements under various hydrologic year types. A copy of the Water Forum EIR is available online at www.waterforum.org.

The analysis included modeling of American River diversions as well as the use of supplemental groundwater during drier and driest years. As described previously 55,700 AF/yr of the City's 62,000 AF/yr of water supply entitlements and the full 25,000 AF/yr of SJWD's PCWA entitlement from Folsom Reservoir was analyzed as part of the Water Forum CEQA compliance. However, the Water Forum EIR did not evaluate facility construction or operational impacts, which must be evaluated in subsequent environmental documents (refer to Water Forum EIR at 4.1-3). The Final EIR evaluates those impacts for the WRSP and its water supply in Section 4.11-4.

II.g How Do Water Supply Contracts with Placer County Water Agency (PCWA), US Bureau of Reclamation (USBR), and San Juan Water District (SJWD) Relate to the Water Forum Agreement?

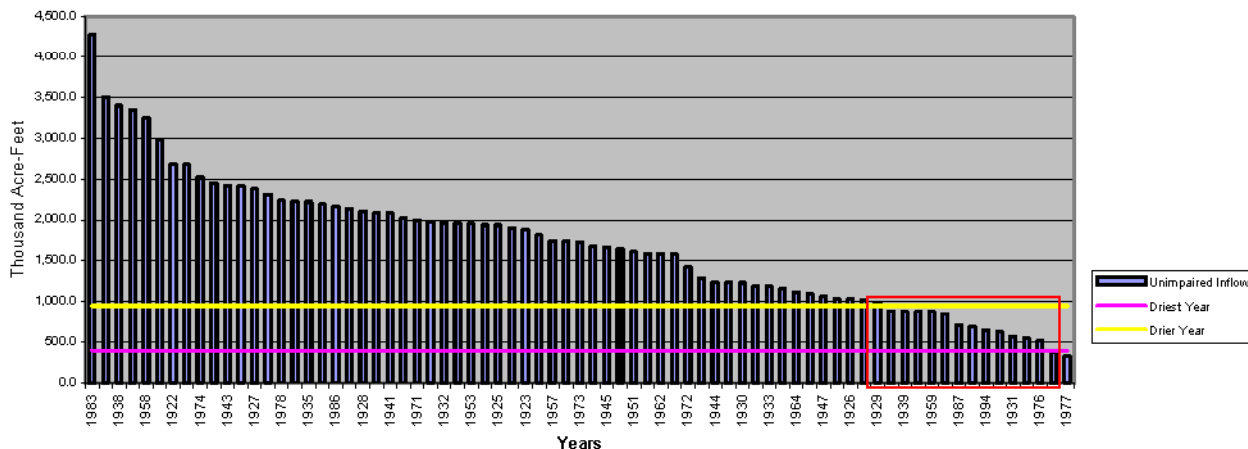
Water Forum Analysis

Over the course of the Water Forum, a detailed evaluation of available water supplies coming from the American River was completed. The basis of the available water supply evaluation was unimpaired inflow into Folsom Reservoir. A 70-year hydrologic record was reviewed to identify trends in river flows. These years were classified into three different categories: (1) Normal / Wet Years, (2) Drier Years, and (3) Driest Years. The following chart reflects the 70 years evaluated with the year types delineated by two horizontal lines.



Unimpaired Inflow to the American River

The next chart arranges unimpaired inflow into Folsom Reservoir in descending order (highest to lowest). As can be seen from the chart, in 82 percent of the years the unimpaired inflow into Folsom Reservoir is a Normal / Wet Year classification. The red box highlights years of concern. These years, by definition are the “Drier” and “Driest” years.



Unimpaired Inflow to Folsom Reservoir

Water Forum participants (stakeholders) understand that in these years, there is not enough water in the American River to meet all the demands placed on the river. During these years, stakeholders are called upon to use other available water supplies to make up for shortfalls in available surface water. Each stakeholder accomplishes this in different ways.

The following section identifies Roseville’s water supply contracts and options, and how they are used to make up for shortfalls in surface water supplies in the Drier and Driest Years.

Water Supply Contracts

The City has acquired water supply contracts from the USBR, PCWA, and SJWD. These contracts are summarized in the following table.

Water Supply Contracts	
Source	Contract Amount (AF/yr)
USBR	32,000
PCWA	
Exercised	10,000
2—Options	20,000
PCWA Total	30,000
SJWD	
1 st Contract	800
2 nd Contract	3,200
SJWD Total	4,000

Each of the contracts has shortage provisions contained in the text of the agreement. This language protects the supplier from repercussions resulting from unforeseen circumstances like drought or

emergency outages. Reduction language is standard to most, if not all supply contracts. The USBR has gone further by developing a “Shortage Policy” that stipulates how they will reduce their water deliveries in different circumstances. Substantive reductions outlined in the USBR’s shortage policy for municipal and industrial uses are 75 percent (meaning a reduction of supplies from 100 percent to 75 percent) of the historical USBR contract use over the previous 5-year period, potentially adjusted to account for growth and other water supplies used during that five-year period.

Placer County Water Agency has indicated that their supply for the City is 100 percent reliable in all years. This means that even when the Bureau reduces water deliveries to the City, PCWA’s deliveries, 30,000 AF/yr, would not be reduced.

San Juan Water District’s reallocation of water from PCWA (4,000 AF/yr in two contracts) is only available in Normal / Wet years. During the Drier and Driest Years, the supply reverts back to San Juan to meet their Placer County water needs. Therefore, this water supply is anticipated to be available in 82 percent of years that are projected to be normal/wet.

II.g.i How Does the Water Forum Agreement Affect Available Surface Water Supplies?

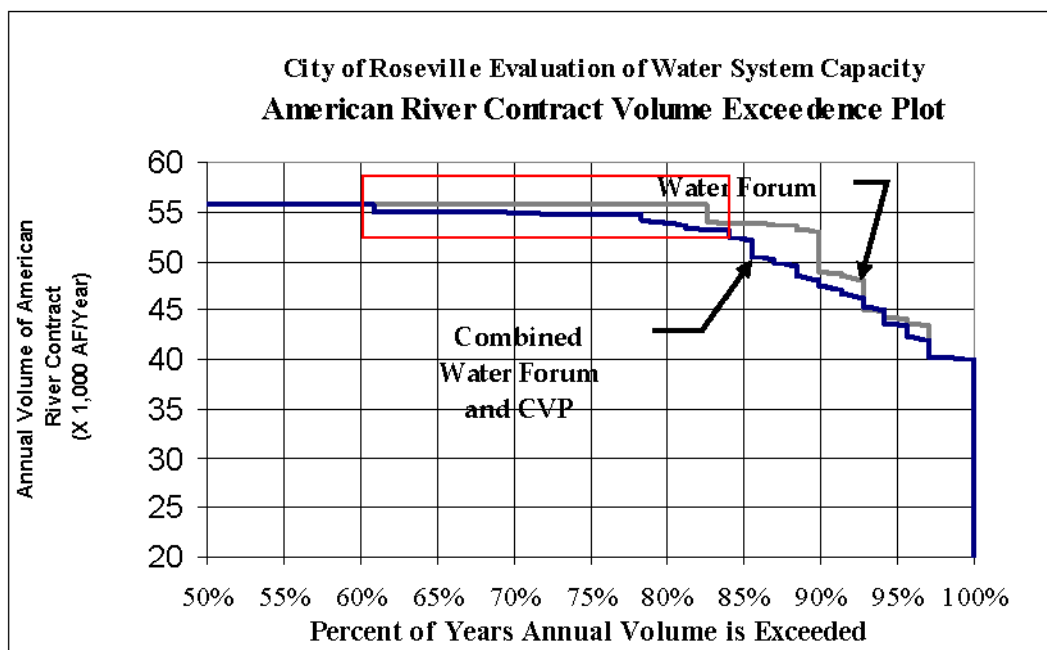
As discussed above, in 18 percent of years (drier and driest years), the American River will not have enough water available to meet all of the demands placed on it. During those years Water Forum stakeholders will implement water supply strategies to reduce their reliance on the river. In its WFA, Roseville proposed to do the following:

1. Implement water conservation measures proportional to the amount of water available in the river. These reductions in demand are outlined in the Roseville Municipal Code, Section 14.09 (attached here as Appendix 7). Different drought stages will result in higher levels of reduction in water use (refer to Section V, below).
2. Utilize groundwater to offset reduced surface water supplies. Like conservation, the amount of groundwater used in a given year is dependent on the available surface water from the river. The City’s groundwater supply is discussed in Section IV, below.
3. Develop an extensive recycled water program that will reduce the City’s reliance on surface water for landscape irrigation. Long-term water supply projections have included landscape irrigation quantities in the buildout estimate.
4. Hold surface water diversions to a maximum of 39,800 AF/yr in the “Driest” years, and a maximum of between 39,800 AF/yr and 54,900 AF/yr in “Drier” years, in proportion to the amount of unimpaired inflow into Folsom Reservoir.
 - a. During the Water Forum negotiations, 1995 was established as a baseline year for all Water Forum participants. The goal was to reduce impacts on the river resulting from upstream diversions to 1995 levels.

- b. This was impossible to accomplish for a rapidly growing city like Roseville. To accomplish the same reductions, the City agreed to enter into an agreement with PCWA to have the agency re-operate their Middle Fork Project reservoirs (up to 20,000 AF/yr) on behalf of the City for “environmental water” releases to the river. These releases would offset contractual diversions (either from PCWA or the USBR) to the City. “Environmental water” releases of up to 20,000 AF/yr enable the City to increase its diversion amount from the 1995 baseline level of 19,800 AF/yr to 39,800 AF/yr in the “Driest” year. PCWA had this re-operation strategy evaluated by Jeff Meyers of Water Resource Management Inc., who has indicated that re-operation water is available in every year that it would be required to mitigate for increased diversions.

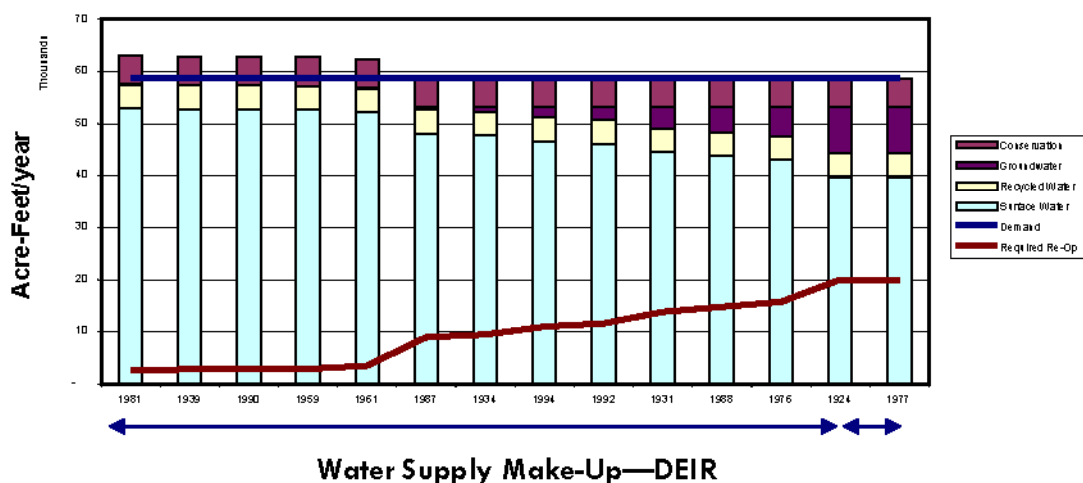
II.g.ii How do the Water Supply Contracts with PCWA and the Bureau work in Conjunction with the Water Forum Agreement?

The following chart compares the Water Forum projected water supply availability in the American River to that projected by the Bureau of Reclamation. Since the USBR is called on to operate the Central Valley Project (CVP - which includes Folsom Reservoir) for other purposes in addition to water supply, contractual water supplies from the Bureau may not be available to the City on the same supply pattern anticipated by the Water Forum.



During the periods of CVP supply reductions outside the Normal/Wet Year Water Forum supply pattern, a larger portion of Roseville’s PCWA contractual surface water supplies, which are considered 100 percent reliable, would be used to fill the shortfall. These variations occur approximately 20 percent of the time (highlighted by the red box). During the “Drier” and “Driest” years it is anticipated that

USBR supplies would be reduced by 25 percent as outlined in the Bureau’s Shortage Policy. This would reduce available USBR supplies for Roseville from 32,000 AF/yr up to 24,000 AF/yr.



Per the Water Forum Agreement, the unimpaired inflow into Folsom Reservoir dictates how much additional conservation would be required and how much groundwater would be needed to make up for surface water reductions. The chart above illustrates how the various sources of supply and conservation reductions work together to meet the combined City buildout and WRSP demands during Drier and Driest years.

The blue line in the chart represents estimated buildout demand of the City including the WRSP. The bars are comprised of (light blue) surface water supplies; (yellow) recycled water supplies; (maroon) conservation reductions and (dark maroon) groundwater usage. The brown line represents the amount of environmental water (re-op water) that PCWA would provide to the river to offset contractual diversions from the river. The bars are ordered from left to right based on decreasing amounts of available surface water and represent the Drier and Driest years as defined by the Water Forum based on 70-years of data. The two rightmost bars represent the “Driest” years (2 years out of 70).

In the above chart, the light blue bars represent the volume of surface water the City would have available in a Drier or Driest year. This volume is comprised of volumes of water received from both Placer County Water Agency and the Bureau of Reclamation. The amount taken from the Bureau is dependent on how much water is available under their water rights. For example:

- If the Bureau reduces the City’s contractual supplies by 25 percent per their Shortage Policy (from 32,000 AF/yr to 24,000 AF/yr), then the remaining 15,800 AF/yr (up to the 39,800 AF/yr Water Forum maximum) would be made up out of PCWA contractual water supplies (24,000 AF/yr + 15,800 AF/yr = 39,800 AF/yr); or,

- If the Bureau reduces the City's contractual supplies by 50 percent (from 32,000 AF/yr to 16,000 AF/yr), then the remaining 23,800 AF/yr (up to the 39,800 AF/yr Water Forum maximum) would be made up out of PCWA contractual water supplies (16,000 AF/yr + 23,800 AF/yr = 39,800 AF/yr). It is worth noting that the USBR Shortage Provision only calls for a 25 percent reduction, however the 50 percent reduction in this example is provided to show the City's ability to meet even greater reductions under what would be considered very unusual circumstances.

The amount of re-operation water to be released for environmental off-sets is capped at 20,000 AF/yr per the Water Forum agreement. Re-op water varies depending on water year type as shown in the above chart (brown line).

Summary

Having the flexibility to utilize two contractual sources of water supply in a Drier or Driest year enables the City to provide a 73 percent reliable surface water supply. By incorporating groundwater into the water supply strategy, the City's reliability increases to 90 percent. The remaining 10 percent will be compensated for by water use reductions due to conservation (implementation of drought stages). However, it is acknowledged that in certain extreme conditions, or potentially in successive dry years, it is possible, although highly unlikely, that Roseville's diversion from the American River could drop below 39,800 AF/yr. The likelihood of this scenario is remote, but if it should occur, Roseville would be required to supplement water supplies with groundwater, recycled water, and additional conservation measures.

III. Demand Factor Modifications

In 1993, a Water Supply Master Plan, titled *General Plan Update Water System Study* (Spink 1993, August), was completed that developed planning criteria for calculating average annual, maximum day, and peak hour water demands, "unit water demand factors." These criteria have been the planning criteria used to develop the City's long-term plan for water supply, treatment, and distribution systems. The planning criteria developed in the Spink report were based on the best available information at the time.

Available use data was limited for residential customers in 1993, because most customers were not metered but rather paid flat rates for water service, with very few residents actually billed on metered usage. Since 1992 the City has been installing residential water meters on all new construction and began reading the meters in 2000. In February 2002, MWH completed the first of several technical memoranda that evaluated different aspects of the City's Water Utility planning criteria. A description of the work conducted follows.

III.a Evaluation of Existing Data

Meter data from residential and non-residential accounts was collected over the 2000–01 timeframe. Water use information was attached to the respective parcels and then corresponding demand factors were calculated using land use information in conjunction with water use.

To control for variations in water year type (e.g., wet years versus dry years), MWH calculated the per capita use for years 1980 through 2000 using water plant production data and annual population data. The per capita demand in high water use years was averaged (327 gpd/capita) and then used to adjust 2000 meter data to reflect the variance. The per capita usage for 2000 was 286 gpd/capita. The normalization factor was calculated to be 1.143 (327/286). As stated above, the factor was applied to water use data collected to adjust it to reflect average per capita demands in a higher water use year. Water use in 2000 was not limited by any supply cut backs therefore no drought restrictions were imposed.

A more detailed explanation is contained in TM 1, "Evaluation of Water System Capacity—Water Demand," February 2002, included in Appendix 6 of this response.

III.b Regional Data and Comparison

As indicated in the second MWH technical memorandum, dated October 2002, a supplemental analysis was completed that compared demand factors from 17 surrounding water purveyors. This was done to confirm the results of the meter data analysis described previously. The purveyors' demand factors were compared with both the demand factors prepared by MWH and the Spink demand factors from 1993. A histogram for each land use type was prepared that identified the mean, \pm standard deviation, the Spink demand factor, and the MWH demand factor. When only the MWH-calculated demand factor fell within one(\pm) standard deviation of the mean, that factor was used as the final modified demand factor as it is believed to have a high confidence level. This was the case for SF-LDR and MF-MDR.

In the Commercial and Office, Industrial, and Public Recreation land use categories both Spink and the MWH factor were within one standard deviation of the mean.

For the Public Recreation land use category, the MWH-calculated demand factor is lower than the mean and the Spink demand factor is higher than the mean, therefore, using the mean value between the two is presumed to have the highest confidence level.

For the Commercial and Office and Industrial land use categories, the unit water demand factors in the Spink study and MWH's evaluation are both less than the mean values. In this case, the average of the two factors was used.

For Multi Family—High Density and for Public/Quasi-Public, Cemetery, and Miscellaneous and Right-of-Way categories, both the Spink and MWH-calculated demand factors fall outside the one standard deviation of the mean range. This apparently indicates the City’s water use for these categories of land use is different than nearby areas. For these land use categories, use of the average of the Spink and MWH evaluation demand factors was used for the final modified demand factor.

III.c Application of New Demand Factors

To provide an additional level of conservatism in estimating build out demands for the existing City the Spink demand factors were applied to any residential land use constructed prior to 1992. This provides a 5 percent conservancy over applying the modified demand factors over the entire City.

The following table summarizes the changes suggested between the Spink demand factors and the proposed modified demand factors.

Comparison of Unit Water Demand Factors			
Land Use Category	Spink Demand Factors	Modified Demand Factors	Percent Change
Residential			
LDR (<3.5 DUs/Ac)	922 gpd/DU	728 gpd/DU	-21
LDR (3.5 to 5.0 DUs/Ac)	760 gpd/DU	600 gpd/DU	-21
LMDR (>5.0 to 6.0 DUs/Ac)	685 gpd/DU	521 gpd/DU	-24
LMDR (>6.0 to 8.0 DUs/Ac)	566 gpd/DU	430 gpd/DU	-24
MDR (>8.0 DU to 12.0 DUs/Ac)	425 gpd/DU	323 gpd/DU	-24
HDR (>12.0 to 16.0 DUs/Ac)	310 gpd/DU	288 gpd/DU	-7
HDR (>16.0 DUs/Ac)	190 gpd/DU	177 gpd/DU	-7
Nonresidential			
Commercial/Retail	2,678 gpd/ac	2,598 gpd/ac	-3
Business Professional	2,678 gpd/ac	2,598 gpd/ac	-3
Light Industry	2,678 gpd/ac	2,598 gpd/ac	-3
Industrial	3,124 gpd/ac	2,562 gpd/ac	-18
Railroad Yard	122 gpd/ac	109 gpd/ac	-11
Elementary Schools	3,881 gpd/ac	3,454 gpd/ac	-11
High Schools	4,571 gpd/ac	4,068 gpd/ac	-11
Public (Fire Station, etc)	2,000 gpd/ac	1,780 gpd/ac	-11
Park/Recreation	3,881 gpd/ac	2,988 gpd/ac	-23

IV. Groundwater Supplies

The use of groundwater during certain years is part of the City’s current water supply planning. The City’s WFA allows the City to extract of up to 6,600 AF/yr of groundwater during the Drier and Driest hydrologic year types. The delivery of 800 AF/yr of surface water to Doctors Ranch and Foothills Business Park in wet/average years requires the City to extract an additional 800 AF/yr of groundwater in the Drier and Driest years. The City’s current plan is to make those groundwater resources available to its existing General Plan customers.

The City also intends to consider the use of additional groundwater resources to meet water demand within the WRSP area in Drier and Driest years. The additional groundwater that would be required for the WRSP is not explicitly considered in the WFA water balance. Consequently, the City intends to implement measures to mitigate any potential impacts to the groundwater basin resulting from the extraction of groundwater to meet demands within the WRSP Area in Drier and Driest years. In particular, the Reason Farms property was evaluated to estimate the potential yield of an in-lieu groundwater banking program accomplished through the permanent fallowing of lands currently under irrigation. The Final EIR proposes this in-lieu groundwater banking as MM 4.11-2.

IV.a Static Run Analysis and Incremental Impacts

A “Static Run/Incremental Impact” analysis approach was utilized to evaluate groundwater impacts associated with the WRSP and Reason Farms. With the static run approach, model parameters related to land use and water demand are set to certain values anticipated to prevail at some point in time. For modeling purposes, these anticipated levels of land use and water demand are assumed to occur in the first year of the groundwater simulation and in every subsequent year (that is, land use and water demand are held “static”). There is no “phasing” of water demand or changes in land use.

After water demand and land use parameters have been set, the simulation model is executed through the historical 70-year hydrologic record (1922 through 1991) used for the WFA. Approximately the first 10 to 20 years of the simulation are characterized by falling groundwater elevations as the model of the groundwater system achieves a quasi-equilibrium state in which the groundwater system is no longer affected by the initial conditions. Subsequent to the equilibration period, groundwater elevations in the model continue to fluctuate, but do so primarily in response to changing hydrologic conditions and operations of associated conjunctive use programs. The range within which the groundwater elevations fluctuate prescribes the estimated long-term response of the groundwater system to the assumed land use and water demand under the historical 70-year hydrologic sequence.

Groundwater impacts were defined as the incremental changes between groundwater conditions corresponding to a “baseline” condition that does not include the proposed project and groundwater conditions resulting after the proposed project has been implemented. As the term is typically used for purposes of the California Environmental Quality Act (“CEQA”), a “baseline” is generally equated with the existing conditions in an area in which a project is proposed. For other planning purposes, a “baseline” condition can be defined as conditions that can reasonably be expected to occur in the future absent implementation of the proposed project. This second approach to defining a “baseline” is commonly referred to as a “cumulative without project” analysis, in that it predicts what the future

would look like without the project. Both types of “baselines” provide useful information to the public and decision-makers. Consistent with this general discussion, two baselines are of interest in this work:

- Existing groundwater conditions
- Projected year 2030 groundwater conditions without the proposed project (i.e., a “cumulative without project” analysis)

The existing groundwater conditions “baseline,” although somewhat self-explanatory, requires definition. It is, of course, representative of current groundwater conditions throughout northern Sacramento County and western Placer County. However, it also is representative of how the groundwater basin is projected to respond over the historical 70-year hydrologic record if current land use and water demand were to remain unchanged. *It is important to note that the groundwater basin will fluctuate in response to changing hydrologic conditions even if current land use and levels of water demand remain unchanged.*

Although for land use projects such an inflexible “snapshot in time” approach is typical, projects involving water supply typically take a different approach in order to account for the variability of hydrological conditions in California. Consequently, as is discussed in more detail below, the projected year 2030 “cumulative without project” condition was used as the baseline against impacts were evaluated for this study. This baseline builds upon the extensive environmental and technical analyses prepared as part of the environmental review for the WFA.

Note: The North American River Integrated Groundwater and Surface Water Model (IGSM) was originally developed through the American River Water Resources Investigation (ARWRI) completed cooperatively between the United States Bureau of Reclamation and the California Department of Water Resources in the mid-1990s. The model was later used in the Sacramento Area Water Forum process in the evaluation of acceptable groundwater yields and conjunctive use alternatives. The model in its current form was further developed by the American River Basin Cooperating Agencies for the Regional Water Master Plan to be used for evaluation of conjunctive use alternatives. The model used for this analysis is referred to as the “Draft Water Forum Solution Model” and includes 2030 levels of water demand for Sutter, Placer, San Joaquin, and Sacramento counties with proposed conjunctive use of surface water and groundwater.

The North American River IGSM is a finite element computer model that provides a comprehensive simulation of all major components of the hydrologic cycle in accordance with mass balance and water budget accounting procedures. The model consists of three models that are linked so that data at the boundary of one model can be transferred to the adjacent model. The three models are the Sutter/Placer Model, the Sacramento County Model, and the San Joaquin Model. Elements of the hydrologic cycle addressed by the IGSM include precipitation, runoff, groundwater surface recharge, evaporation, consumptive use, groundwater extraction and injection, and subsurface inflow and outflow. The simulation also includes the interaction between surface streams and the regional groundwater aquifer.

IV.b Evaluation Scenarios

Three scenarios were evaluated in this study: (1) a “Cumulative without Project Baseline” condition; (2) a “Project without Mitigation” condition; and (3) a “Project with Mitigation” condition. Each is discussed separately in the following sections.

IV.b.i Cumulative without Project Baseline Condition

The year 2020 cumulative without project baseline condition was evaluated. Specifically, this baseline condition corresponds to the groundwater condition variations expected to result from implementation of the WFA in the City and all other areas of Placer and Sacramento counties, with the exception of the WRSP area. This baseline condition was selected for two principal reasons:

- First, the WFA reflects projected land use and water demand throughout Placer County and Sacramento County in the year 2030 pursuant to the current approved general plans
- Second, the WFA currently represents the most likely long-term plan for development of groundwater and surface water supplies in Placer County and Sacramento County

The baseline condition for this investigation originates from the ARWRI version of the IGSM used for the “Draft Water Forum Solution Model” developed for the WFA CEQA analysis. The selection of this model (with the modifications described below) provides an estimate of how the groundwater basin would respond if elements of the WFA are implemented. Modifications to the model made for purposes of this study include the following:

- A reduction in frequency of delivery of PCWA transfer water to the Sacramento Suburban Water District (SSWD). The WFA simulation assumed delivery of 29,000 AF/yr to SSWD in approximately 83 percent of the years. The adopted pattern assumes these deliveries occur in 65 percent of the years. This assumption is more consistent with the terms and conditions of the PCWA/SSWD transfer agreement.
- An update of the water demands for the City based on the revised unit water demand factors (discussed above in Section III). The revised built-out annual water demand for the City is 51,620 AF/yr as compared to the original 54,900 AF/yr.
- Under the WFA, the maximum surface water diversion by the City in wet/average years is limited to 55,700 AF/yr. In critically dry years, the maximum diversion is limited to 39,800 AF/yr. In below average to dry years, the City may divert an amount between 55,700 and 39,800 AF/yr based on unimpaired inflow into Folsom Lake. In years that the surface water supply is less than the water demand, groundwater extraction of up to 7,400 AF/yr is assumed to satisfy the unmet water demand.
- In order to investigate the potential maximum impact of the development of the WRSP area on regional groundwater conditions, the land use in the WRSP area was changed to “native” (rather than “urban” or “agriculture” land uses). “Native” land use assumes zero water demand in the

IGSM model. Consequently, this modification will maximize groundwater extractions after the development of the WRSP area.

IV.b.ii Project Without Mitigation Condition

The Sphere of Influence (SOI) area is planned to develop in two phases. It is assumed the WRSP area will develop first, followed by the development of the Remainder Area in the future. The project without mitigation condition for the groundwater investigation here considers only the first phase of development (i.e., the WRSP area) for the following reasons:

- The development of the entire SOI area is dependent upon the implementation of Sacramento River Water Reliability Program or comparable surface water supply. A feasibility study is currently being completed for the Sacramento River Water Reliability Program.
- If the Sacramento River Water Reliability Program is implemented, the City anticipates potential delivery of up to 7,100 AF/yr of additional surface water supplies. Under such a scenario, the need for groundwater extraction could potentially be avoided.
- The anticipated date for the operation of the Sacramento River Water Reliability Program is year 2010. Therefore, assuming reliance of the WRSP area on groundwater in dry years for a portion of its water supply represents a "worst case" scenario for groundwater extraction.

Modifications to the baseline condition model made to reflect the project without mitigation condition included the following:

- Land use in the WRSP area was changed from "native" to "urban" to maximize the water demand increase from the baseline. With the land use change in the project without mitigation condition, the urban water demand was changed to the estimated build-out urban water demand for the WRSP area.
- The ultimate water demand for the WRSP area is 7,042 AF/yr based on the revised unit water demand factors and proposed land use plan of the WRSP area. City demand reduction associated with the revision of unit water demand factors for the rest of the City General Plan area (2,316 AF/yr; refer to Draft EIR, p. 4.11-10) and 5 percent water conservation in dry years (352 AF/yr) were identified as part of the water supply. These water supplies are made available by conservation (that is, they are not actually "wet" water supply). The "actual" water demand for the WRSP area was input to the IGSM model by subtracting these two water supplies from the total water demand based on hydrologic conditions. As a result, the "net" water demand was 4,726 AF/yr (7,042 minus 2,316) in wet/average years, and 4,374 AF/yr (7,042 minus the sum of 2,316 and 352) in driest years.
- The water supply strategy is different for wet/average years and the drier and driest years. In wet/average years, water supplies included recycled water supplies of 1,526 AF/yr and a San Juan entitlement of 3,200 AF/yr. In the drier and driest years, the San Juan entitlement is not available. Thus, water supplies consisted of recycled water of 1,526 AF/yr and groundwater extraction of

2,848 AF/yr. Note that the City demand reduction and conservation are excluded as water supplies because “net” water demand is used.

- The potential maximum amount of groundwater extraction modeled was 2,848 AF/yr. This is in addition to the 7,400 AF/yr of groundwater included in the base groundwater use assumption. Groundwater total demand for the City and WRSP in the Driest Year is 8,822 AF/yr, which is 1,426 AF/yr less than the volume modeled (10,248 AF/yr).
- For modeling purposes, groundwater extraction was assumed at three locations within the WRSP area (which is the number of wells anticipated to meet water demand on a max day basis). Each of these locations is represented by a small area (or, computational element) over which groundwater extraction was assumed to occur uniformly. For each well, groundwater is be extracted from both the unconfined layer (Aquifer 1) and the confined layer (Aquifer 2). Each layer was assigned 50 percent of the total extraction volume.

IV.b.iii Project With Mitigation Condition

Fallowing at Reason Farms has been proposed as a mitigation measure for the groundwater extraction contemplated for the WRSP area (MM 4.11-2). Reason Farms is a rice farm located in the area northwest of the WRSP area that is currently irrigated with groundwater. A total area of approximately 1,080 acres is currently under irrigation. By fallowing, the amount of groundwater currently used to irrigate Reason Farms could be “banked” to alleviate (or eliminate) groundwater impacts associated with the development of WRSP area.

The groundwater conditions under this project with mitigation condition were also evaluated using the ICSM. The ICSM was modified from the project without mitigation to reflect the fallowing at Reason Farms. Modifications included the following:

- The land use for Reason Farms was changed from “agricultural” to “native” to reflect the fallowing of the Reason Farms. This change reduces the agricultural water demand for Reason Farms to zero.
- The estimated water demand for Reason Farms (assuming rice production) is 6,483 AF/yr (on average). Because a portion of the groundwater extracted and applied as irrigation water would return to groundwater basin through deep percolation, the actual recharge to the groundwater basin caused by land fallowing is equal to 6,483 AF/yr minus the returning deep percolation. Results from the ICSM estimate that about 2,632 AF/yr currently returns to the groundwater via deep percolation. Consequently, the volume of groundwater recharge resulting from the fallowing of Reason Farms is estimated to be 3,851 AF/yr (6,483 AF/yr minus 2,632 AF/yr).

IV.c Results of Groundwater Impact Analysis

The objective of the groundwater impact analysis is to estimate the potential impacts on groundwater conditions that would result from an increase in groundwater extractions to meet a portion of the water demand associated with the WRSP area and to evaluate the mitigation of such impacts through the

permanent fallowing of agricultural lands (namely, Reason Farms, after its anticipated acquisition by the City) currently irrigated with groundwater. Specific impacts evaluated during this study included the following:

- Impacts on regional and local groundwater and piezometric surface elevations
- Impacts on groundwater and piezometric surface elevations in and around existing adjacent wells
- Impacts on groundwater elevations, piezometric surface elevations, and groundwater and piezometric surface gradients in and around adjacent known contaminant plumes
- Impacts on groundwater quality

To evaluate potential impacts and the effectiveness of the proposed mitigation measure, two principal types of information were developed: (1) groundwater and piezometric surface elevation contour maps and (2) groundwater and piezometric surface elevation hydrographs at selected locations. This information was presented in the appendices to the groundwater impact analysis and discussed in detail in the report.

Only passive, or *in-lieu*, recharge benefits were considered as the mitigation provided by the fallowing of the Reason Farms property. That is, given that Reason Farms has historically been irrigated with groundwater extracted from beneath the property, the fallowing of the property will reduce the volume of groundwater that would have been extracted from the basin every year. This is a common methodology for “banking” groundwater throughout the Central Valley of California. The intent of the City, as explained in detail in “Technical Memorandum 7: Water Supply Strategy” (MWH, November 2002) (included in the Final EIR in Appendix R), is to utilize this banked groundwater in the WRSP area during periods of surface water deficiency. As is described in “Groundwater Impact Analysis for the Proposed Reasons Farms Land Retirement Plan” (MWH, June 2003—Appendix M of the WRSP Final EIR), over the 72-year hydrologic period evaluated, the volume of water “banked” greatly exceeds the volume of water extracted. Given that *in-lieu* recharge is the proposed mitigation mechanism, the discussion of percolation rates in and around the Reason Farms in the context of this question is not relevant. In fact, any percolation that could occur on the site after fallowing would provide an additional mitigation benefit as it was not considered in the groundwater impact analysis conducted.

It should also be noted this approach is consistent with City’s Water Forum Agreement. While the Water Forum identifies the use of 6,600 AF/yr of groundwater by the City of Roseville, the agreement did not limit the use of groundwater in Placer County. The 131,000 AF/yr of firm yield was specific to the North Area groundwater basin.

The North Area groundwater basin did not include Placer or Sutter Counties in the firm yield limitations. The estimated firm yield was based on extraction limitations placed on what purveyors could withdraw

from the basin. This area was delineated by the jurisdictions and purveyors identified in the agreement and specific to the basin. Since Placer County and specifically Roseville were not included as part of the basin description, extraction limitations were not placed on the City.

The Sacramento North Area Groundwater Management Authority was formed in August 1998 as a Joint Powers Authority having governance authority over those jurisdictions and agencies located in the North Area Basin in Sacramento County.

Increasing the 6,600 to 7,400 AF/yr does not violate Roseville's Water Forum commitment—groundwater element because the extraction limitation is not applicable to the City. On page 116 of the Forum Agreement, it states, "All signatories to the Water Forum Agreement will support and, *where appropriate*, participate in the Groundwater Management Element as set forth above."

IV.d Basis of the Numbers

Contrary to the claim in one of the comment letters that the estimated volume of groundwater banked is "quite high", the methodology for estimating the volume of groundwater banked through *in-lieu* means due to the fallowing of the Reason Farms property was quite conservative (i.e., it is likely that fallowing of the Reasons Farms property will result in more groundwater banked than for which credit is being taken). Neither is it "speculative." This methodology is described below.

IV.d.i Volume of Groundwater Extracted

Groundwater extraction for irrigation purposes on Reason Farms was reported by the owner to range between 10,000 and 12,000 AF/yr; however, no groundwater extraction records were made available from the owner of the property. Consequently, the volume of groundwater extracted was conservatively estimated based on the 7.1 AF/acre per one crop rotation water duty⁷ typical for rice production in Placer and Sacramento Counties resulting in an estimated total volume of applied of 6,483 AF/yr. This water duty represents the volume of water applied to the field during the entire cycle of rice production and includes pre-irrigation, flood-up, irrigation, and post-irrigation activities (e.g., soaking of stubble). The conservative estimated volume of groundwater extracted for a single crop per year was used in the groundwater impact analysis.

It should also be noted that the "water balance" provided in comment letter 35D includes two major errors. First, it is incorrect to assume that the total applied water (i.e., groundwater extracted) is limited to that volume required to satisfy crop evapotranspiration (ET) (a value of 50 inches per year is cited

⁷ Water duty is comprised of flood-up, soaking and the evapotranspiration losses totaling 7.1 AF/yr per acre for one crop rotation. Source: "Crop Water Use in California: Bulletin 113-4."

without reference). As described above, additional volumes of water are applied (and hence, groundwater extracted) during a single crop rotation. Second, the assumption that the average annual rainfall amount of 17 inches per year (no reference given) is available at the appropriate time to satisfy crop ET-requirements is also incorrect. The majority of rainfall in Placer County occurs in winter months that do not coincide with the summer growing season for rice. Consequently, it is incorrect to reduce the applied water requirement.

IV.d.ii Ultimate Disposition of Applied Water

The ultimate disposition of the applied volume can be partitioned into crop ET and losses to evaporation, deep percolation, and tail water run-off. For purposes of the groundwater impact analysis, the North American River IGSM was used to estimate that volume of applied water that returns to the groundwater under Reason Farms via deep percolation.

Final Note: The groundwater impact analysis resulted in an estimated volume of foregone groundwater extraction of about 3,851 AF/yr. Note that this amount exceeds the required volume of groundwater extraction in years of surface water deficiency required to serve the WRSP area of 2,848 AF/yr. It should also be noted that the City's intent after the acquisition of the Reason Farms property is to follow the Reason Farms property in perpetuity in all years, while the water supply strategy only calls for the use of groundwater in a fraction of the years.

V. Water Conservation

V.a Droughts

Roseville Municipal Code, Section 14.09, defines the various water conservation efforts the City will undertake to mitigate the impacts of drought or reduce the impacts of excessive water use. The City is committed to reducing impacts on surface water supplies by implementing a detailed water conservation plan outlined in the Urban Water Management Plan. Roseville has also developed water efficient landscaping guidelines to reduce the impacts on water supplies.

Roseville is located in a semi-arid climate. Because of this fact, the area experiences some degree of drought approximately 17 percent of the time. During droughts, the available surface water supplies are reduced necessitating the need for customers to reduce their water demands and the City to develop other sources of supply.

V.b Drought Mitigation

V.b.i Recycled Water Supplies

Roseville is continuing to expand its recycled water program. The intent of the program is to reduce the dependence of large irrigated areas on surface water by utilizing treated effluent from the City's regional wastewater treatment plants. In 2003, the community used approximately 1,400 AF/yr of recycled water

on three golf courses and various parks and landscaping on the west side of town. This amount is estimated to increase to over 3000 AF/yr for the existing general plan and to over 4500 AF/yr for the general plan and the WRSP combined.

V.b.ii Groundwater Supplies

The City currently has three functional wells (Atlantic, Oakmont, and Darling) that can produce 6,000 AF/yr. A fourth well is under construction (Diamond Creek). The combined production of the 4 wells is estimated to be 10,300 AF/yr. The City’s capital improvement program has 4 additional wells planned over the next 8 to 10 years. Planned wells are being constructed with the intent to provide water supply reliability during drier and driest years. The City is also pursuing an Aquifer Storage and Recovery program where excess surface water available in wet years is inject water into the ground for later use during drier and driest years.

The use of groundwater is an integral part of the water supply reliability for the City. At full build out of the City over 7,400 AF/yr of groundwater is needed to augment available surface water supplies in the driest years. This amount would increase to 10,248 AF/yr of groundwater when the WRSP is annexed into the City.

The use of groundwater is predicated on the availability of surface water supplies from the USBR and PCWA.

V.b.iii Drought Stages

The following table outlines the five Drought Stages described in the City’s Municipal Code:

Drought Stages¹		
	Available Surface Water Supply	Impacts
Stage 1	90 percent	Water upon request at a restaurant, vehicle washing prohibited except with a control nozzle and a bucket.
Stage 2	80 percent	Stage one restrictions in effect, limited times of irrigation, vehicle washing prohibited except with a bucket and over landscaped areas, reduce irrigation demands by 30 percent
Stage 3	70 percent	Stages 1 & 2 in effect, no turf or grass planted, reduce irrigation by 50 percent, decorative fountains and pools drained and turned off, reduce construction dust control demands except for use of recycled water, pools and spas to be covered to eliminate evaporation
Stage 4	60 percent	Stages 1 thru 3 in effect, reduce irrigation by 75 percent, no City Parks—turf will be irrigated, no construction dust control—except for the use of recycled water, no backwashing or filling swimming pools
Stage 5	50 percent	Stages 1 thru 4 in effect, no turf or grass shall be irrigated,

1. Refer to Appendix 7 for text of RMC Section 14.09.

Exterior usage of potable water makes up approximately 50 percent of the annual water supply needs of the City. Reducing exterior demands through implementing the various drought stages would greatly reduce the amount of water supply needed by the City in those years. The following table estimates the

amount of water saved during a drought (at build out of the City) based on irrigation demands being 50 percent of the water use throughout the community.

City Buildout Demand:	51,620 AF ¹	
Estimated Irrigation Demand:	25,810 AF	
	percent Reduction in Irrigation Demand	Savings (AF)
Stage 1	~5	1,291
Stage 2	30	7,743
Stage 3	50	12,905
Stage 4	75	19,358
Stage 5	100	25,810

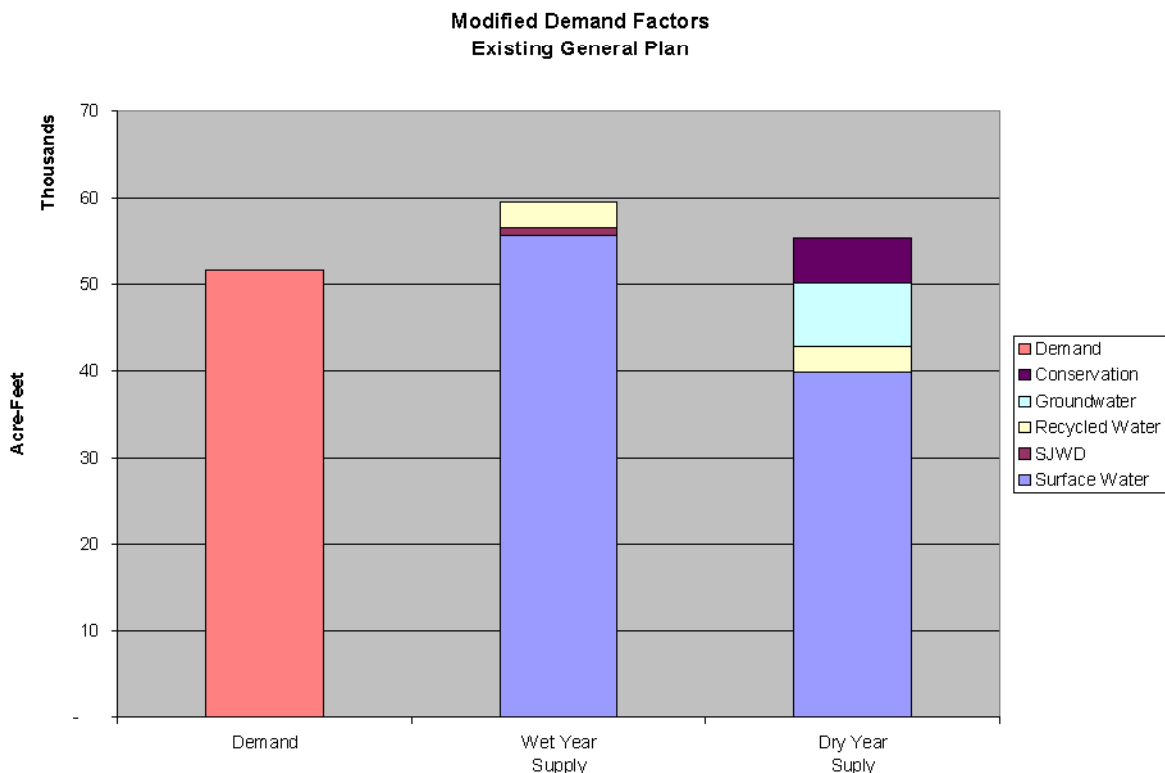
1. For estimation, only used buildout demand of the existing City boundaries.

As described previously in this document, during the driest hydrologic year type, the City’s American River diversions are limited to 39,800 AF/yr per the City’s Water Forum Agreement. This is 69 percent of the City’s available water supplies based on the City’s WFA maximum surface water diversion of 55,700 AF/yr. Therefore, during the Driest year, the City would anticipate being in a Stage 5 drought classification. Based on the above table, the City could recognize a 19,358 AF/yr to a 25,800 AF/yr water use reduction depending on the implemented drought stage.

V.c Confirmation of Conservation Factors

This section evaluates the reasonableness of the 10 percent conservation factor used in the water supply strategy for the City’s existing General Plan Area. The following chart shows the City’s General Plan build-out water demands, wet year water supplies and the breakdown of the City’s Dry Year³ supplies under the Water Forum Agreement.

³ The connotation of Dry Year used in the text is representing the “Driest Year” Water Forum scenario.



Conservation estimates used in the Water Forum Agreement total 5,162 AF/yr (10 percent of total demand). This is less than the volume of water potentially saved in a Stage 2 Drought (7,743 AF), even considering that as previously described the City would expect to be in at least a Stage 3 drought in a Driest Year. Taking a conservative approach and assuming the savings estimated during a Stage 2, rather than a Stage 3, drought, the shortfall between dry year supply and demand is 8,157 AF/yr (55,700 AF/yr – 39,800 AF/yr – 7,743 AF/yr). The shortfall is made up from the continued use of recycled water (3,000 AF) and groundwater extractions (5,157 AF) outlined in RMC 14.09. This confirms that the City’s use of a 10 percent conservation factor is reasonable for use in the water supply strategy.

VI. System Issues

VI.a System Losses

The regional evaluation of demand factors and system loss factors conducted by MWH, Task 1, (Nov 2002), identified a wide range of system loss factors. They ranged from 0 to over 10 percent. Roseville has chosen a 2 percent system loss factor because of the following:

- The age of the City’s system is relatively new in comparison with other jurisdictions surveyed.
- By using Spink demand factors for pre-1992 residential construction (approximately 2,600 AF) of conservancy is built into the long-term water supply projections, which equates to 5 percent on its own.

- The City has developed and implemented a water system rehabilitation program that replaces infrastructure based on projected useful life and as problems are identified.
- As the meter retrofit program nears completion, a more detailed analysis will be completed utilizing water use data in conjunction with historical maintenance records to target problem areas for repair or replacement.

VI.b Aging Infrastructure

Over time, distribution and treatment facilities reduce their efficiency. These reductions in efficiency result in system losses if they are not corrected. As stated above, the City has implemented a rehabilitation program that will evaluate elements of the system as they reach their useful life and repair or replace it depending on the situation. A portion of the monthly service charge is dedicated to this program.

To ensure that losses due to aging infrastructure do not impact the ability of the utility to deliver water to its customers, a conservation factor was built into the demand factors that equates to 5 percent of the anticipated build out demands. This is in addition to the 2 percent system losses added on to the projected demands. The 5 percent (2,600 AF) is derived from using Spink demand factors for any residential unit constructed prior to 1992.

VII. Water Supply Strategy

This section is provided to help clarify the understanding of the City's existing water supply in both normal and dry years and how the addition of the West Roseville Specific Plan will not negatively impact the existing water supplies for the City.

VII.a Existing General Plan

As explained in Section II of this document the City's wet year surface water supplies total 55,700 AF/yr and the City's driest year supplies are limited to 39,800 AF/yr under the Water Forum Agreement. Using the revised demand factors prepared by Spink for pre-1992 residential units and the MWH modified unit demand factors for all other land uses and post-1992 residential units, the City's estimated total water demand for the existing General Plan is 51,620 AF/yr. This is documented in Table 4.11-2 of the Final EIR.

Existing surface water entitlements (55,700 AF) can completely meet the City's wet year demands (51,620 AF), leaving a surplus surface water supply of 4,080 AF.

Under the driest year scenario, the City will meet existing build-out demands using the following:

- Surface water supplies (39,800 AF)
- Conservation at 10 percent (5,162 AF)
- Recycled water supplies (3,000 AF)

- Groundwater supplies (3,658 AF)

It is important to note that at the time the Water Forum Agreement was signed, the City estimated General Plan demands to be 58,914 AF/yr. Based on that estimate, the City estimated the need to use 6,660 AF/yr of groundwater supplies. With the annexation of the Doctors Ranch and Foothills Business Park, an additional 800 AF/yr of groundwater was anticipated during driest years (refer to Section 1.c) thus totaling 7,400 AF. With the new General Plan demand estimate (51,620 AF), only 3,658 AF/yr of groundwater is required for the City during driest years.

VII.b West Roseville Specific Plan

As described in the Final EIR, the West Roseville Specific Plan water demands are estimated at 7,042 AF/yr. The City developed a water supply strategy for meeting those needs during both wet and dry year scenarios.

There are several ways in which to look at these strategies. One such way to depict the WRSP water supply strategy is shown in the Final EIR as Figure 4.11-1. This Figure has prompted questions as to how surface water could be made available to the WRSP during driest years when, under the existing General Plan, the City uses groundwater supplies to meet the dry year demands. The charts show the wet year supply strategy consists of the following:

- Surface water supplies (5,516—consisting of 3,200 AF/yr of SJWD and 2,316 AF/yr of the 4,080 AF/yr excess City supplies as described above)
- Recycled water supplies (1,526 AF)

For the dry year supply shown in the Final EIR, the volume of groundwater extractions anticipated for the General Plan were left at 7,400 AF/yr (6,600 AF/yr assumed in the Water Forum Agreement plus 800 AF/yr for the SJWD dry year supply replacement). This then “frees-up” a portion of the 39,800 AF/yr driest year surface water supplies. In looking at the supply strategy in this manner the WRSP driest year supply strategy consists of the following:

- Surface water supplies (2,316 AF/yr of the 4,080 AF/yr excess City supplies as described above)
- Conservation at 5 percent (352 AF)
- Recycled water supplies (1,526 AF)
- Groundwater supplies (2,848 AF)

Should the groundwater not be kept at the volume considered in the Water Forum, one could look at the driest year water supply strategy another way with all driest year surface water supplies (39,800 AF) provided entirely to the existing General Plan. The WRSP would then meet driest year supplies as follows:

- Surface water supplies (0 AF)
- Conservation at 5 percent (352 AF)
- Recycled water supplies (1,526 AF)
- Groundwater supplies (5,164 AF)

Under this strategy, groundwater extractions required for the WRSP are increased by 2,316 AF/yr from 2,848 AF/yr to 5,164 AF. However, the groundwater extractions in the existing General Plan area would be reduced 3,742 AF/yr from 7,400 AF/yr to 3,658 AF. As show in the next section, the cumulative impacts on the groundwater are the same as analyzed in the WRSP Final EIR.

VII.c Existing City General Plan and the West Roseville Specific Plan

The combined demand for the existing General Plan (51,620 AF) and the West Roseville Specific Plan (7,042 AF) is 58,662 AF. During wet years the combined demand is met completely through surface water supplies as follows:

- Existing surface water (54,900 AF)
- SJWD reallocation (4,000)

During driest years, the combined demands would be meet as follows:

- Surface water supplies (39,800 AF)
- Conservation (5,514 AF—consisting of 5,162 AF/yr in the GP and 352 AF/yr in the WRSP)
- Recycled water supplies (4,526 AF—consisting of 3,000 AF/yr in the GP and 1,526 AF/yr in the WRSP)
- Groundwater supplies (8,822 AF)

Appendices (provided in Appendix Z of Volume IV(B) of the Final EIR)

1. M & I Shortage Policy
2. Meyer, Jeffery, Letter—"Supplemental Placer County Water Resources, Water Supply Evaluation"
3. San Juan Water District MOU
4. Roseville Water Forum Purveyor Specific Agreement
5. Bartkiewicz, Paul M., White Paper—San Juan Water District 3200 AF/yr PCWA Reallocation Opinion
6. TM 1, MWH, Evaluation of Water System Capacity, Feb 2002
7. Roseville Municipal Code 14.09—Water Conservation

**■ Topical Response H
Roseville Energy Park**

The California Energy Commission (CEC) will evaluate the project level and cumulative impacts of the proposed Roseville Energy Park (REP) in accordance with applicable licensing requirements. The CEC licensing process requires that power plants be designed, constructed, and operated in accordance with federal, state, and local requirements and policies specifically concerning the protection of air quality and the handling of hazardous materials. An application to the CEC for licensing was made by the City on October 30, 2003, and is currently under review by the CEC. Copies of the REP application are available for review by contacting the CEC and are also available for review at the Roseville Permit Center, located at the Roseville Civic Center. The CEC Application contains a discussion of land ownership, project objectives, project schedule, project alternatives, environmental considerations, project benefits, public outreach, and a complete project description. The CEC application review will include many opportunities for public involvement over the next year.

The WRSP Final EIR contemplates and evaluates the possibility of the REP in combination with the WRSP from both a land use perspective and in its cumulative analysis. The REP application also contemplates the WRSP as a foreseeable project and analyzes the potential combined effects of the REP and the WRSP. Where potential significant effects are identified, the REP application identifies mitigation measures to reduce these impacts to a less-than-significant level. While the REP application does not represent the final determination of the CEC, it contains a comprehensive analysis of the potential environmental impacts of the project and the City hereby incorporates it into the administrative record for the WRSP by reference.

To date, CEC licensing has not resulted in the adoption of a statement of overriding considerations to approve an energy project. It is, therefore, very unlikely that the CEC would approve the REP if there are significant unmitigated impacts of the project, including cumulative impacts.

13.2.2 Individual Responses to Comments

The following section contains responses to individual comments received on the Draft EIR. All of the original comment letters, in their entirety, are provided before the responses. Consistent with Sections 15088(a) and 15088(b) of the CEQA Guidelines, comments that raise significant environmental issues are provided with responses. Comments that are outside of the scope of CEQA review will be forwarded for consideration to the decision-makers as part of the project approval process. All comments will be considered by the City Council when making a decision on the project.



Center Unified School District

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Established 1858

September 23, 2003

Kathy Pease
Administrative Analyst
Roseville Planning Department
311 Vernon Street
Roseville, CA 95678

Re: Environmental Impact Report for the West Roseville Specific
Plan and Sphere of Influence Amendment

Dear Ms. Pease:

Attached is a copy of a letter to you, dated September 13, 2002, written by Attorney Harold Freiman on behalf of Center Joint Unified School District, in response to the Notice of Preparation of the Draft Environmental Impact Report for the (1) City of Roseville West Roseville Specific Plan/Sphere of Influence Expansion/Annexation Project; and (2) City of Roseville Sphere of Influence Project for the City/County memorandum of Understanding Remainder Area.

1-1

Center Joint Unified respectfully resubmits this letter as the District wishes to renew its comments and continues to take the same position as stated a year ago.

Please continue to keep Center informed of all developments on this and any future projects in our area.

Sincerely,

Dr. Kevin J. Jolly
Superintendent

gk

Enclosure (1)

**Response to Comment Letter 1
Center Joint Unified School District (September 23, 2003)**

Response to Comment 1

This comment contains general information transmitting Comment Letter 1A, which was originally written on September 13, 2002, by Mr. Harold Freiman, Lozano & Smith Attorneys at Law, on behalf of the CJUSD in response to the Notice of Preparation of the Draft EIR. The commenter also requests to be kept informed regarding all development in the City of Roseville that is also within the CJUSD's boundaries. This is not a comment on an environmental issue. Therefore, no further response is required.

LOZANO SMITH

ATTORNEYS AT LAW
A Professional Corporation

Harold M. Freiman
Attorney at Law

E-Mail: hfreiman@lozanosmith.com

September 13, 2002

By U.S. Mail & Fax: (916) 774-5129

Kathy Pease
Administrative Analyst
Roseville Planning Department
311 Vernon Street
Roseville, CA 95678

Re: Response of Center Joint Unified School District to Notice of Preparation of the Draft Environmental Impact Report for the: (1) City of Roseville West Roseville Specific Plan/Sphere of Influence Expansion/Annexation Project; and (2) City of Roseville Sphere of Influence Project for the City/County Memorandum of Understanding Remainder Area

Dear Ms. Pease:

We write on behalf of Center Joint Unified School District ("CJUSD") with comments on the Notice of Preparation ("NOP") for the above described environmental impact report ("EIR"). CJUSD appreciates the opportunity to express its views as to the scope and content of the environmental information relevant to the District's responsibilities as well as the responsibilities of the two other school districts which will serve the Project: Roseville Elementary School District and Roseville Joint Union High School District.

1A-1

A central concern of CJUSD is that the EIR address which school districts will serve the anticipated new development, and that the EIR further address the ability of those school districts to continue providing adequate facilities and a safe environment to its existing students and students that will be generated by new development.

1A-2

1A-3

As CJUSD has expressed in the past to the County of Placer, CJUSD is particularly concerned about what appears to be a trend in Placer County to disregard school district boundaries in land use planning. Developments are being planned that are primarily located in one school district, but which have a smaller portion of the development in another school district, with no logical dividing point between the two. Furthermore, anticipated school sites are being identified that rest immediately on the boundary between the districts, located in the district that will contain more of the houses. Such developments create extreme pressures to change the long established, pre-existing school district boundaries to match the limits of the development. This in turn leads

1A-4

1A-5

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Page 2

to: difficulty on the part of school districts in being able to plan for their future growth; uncertainty for the school districts, developers and community alike; uncoordinated planning; and future disputes that can delay development, and result in high costs to the public as school districts are forced to contest or even litigate over reorganization efforts. A further concern is that the trend appears to be towards developments that would reorganize the school district so as to take relatively wealthier and less ethnically diverse homes from a more diverse school district and transfer them to a wealthier school district, increasing the potential for segregation and for economic impacts on the less wealthy school district. This is particularly troubling in light of the fact that the motivation behind the territory transfer is more often than not to increase the value of property or homes in the transfer area.

1A-5

1A-6

The foregoing factors were all involved in the current school district boundary dispute that has been taking place in Placer County involving the Morgan Creek Community Facilities District Area. The development planned there rests primarily in Dry Creek Elementary School District and Roseville Joint Union High School District, but an area of approximately 240 planned homes juts to the west, into CJUSD. The certified EIR for the development project appears to have erroneously identified the school district boundaries. Perhaps as a result, the developers planned a school for Dry Creek Elementary School District that was actually located in CJUSD. Furthermore, the developer planned residential units that straddled not only the actual boundary between the districts, but also the incorrect boundary identified in the EIR. Little or no consideration was given to the impact on the school districts involved.

1A-7

The Morgan Creek developers ultimately petitioned for a territory transfer to the Placer and Sacramento County Committees on School District Organization. CJUSD has had to engage in a protracted and expensive conflict with the developers over whether the reorganization should occur. The Placer County Committee approved the transfer, but the Sacramento County Committee denied it, citing the impacts on CJUSD and the financial motivation of the developers seeking the transfer. This issue must now be resolved by the State Board of Education, and may take another year or longer finally to be decided. CJUSD and the Morgan Creek developers can certainly attest that all parties would have been better served if these issues had been resolved at the outset, prior to completion of the EIR process.

1A-8

The situation described in the current NOP is strikingly similar to the Morgan Creek setting. Like Morgan Creek, the bulk of the proposed development being addressed rests outside of CJUSD, but with a smaller area to the west within CJUSD. CJUSD's consultants estimate based on the limited information in the NOP that 300 to 500 units might ultimately be build in the CJUSD portion of the territory. Attached hereto is a version of Figure 2 to the NOP, to which CJUSD's consultants have added an approximate demarcation of the border between the respective school districts. This attached figure has been prepared based solely on preliminary information, and should be verified before being relied upon for the precise boundary. This map bears great similarity to the one that CJUSD has been contending with in Morgan Creek.

1A-9

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Page 3

As the revised map shows, a new elementary school is located immediately to the east of the school district boundary, just beyond CJUSD's territory. Again, this was essentially the same situation as in Morgan Creek. Locating a new school at this precise location is likely to lead to a petition to transfer the rest of the development into the territory of the Roseville school districts. It is predictable that the developer or later homeowners will contend that it is illogical for students living immediately next to a new school not to go to that new school with their neighbors from the east.

1A-9

1A-10

As was evidenced by the confusion and disputes regarding the Morgan Creek situation, failing to take school district boundaries into consideration, or creating situations that will later be used to prompt efforts at school district boundary changes, is simply bad planning. For purposes of the NOP, CJUSD notes that this situation must be addressed in the EIR, as must the consequences and impacts on the school districts and the neighborhoods that will be created.

1A-11

In this instance, the involved developers have stated their intent not to seek any change to existing school district boundaries. That intent should also be addressed in the EIR. As a result of that intent, the location of the school should be re-thought. CJUSD notes that its concerns regarding the proximity of the proposed school to CJUSD's boundaries, and the resulting pressure to move school district boundaries, can be resolved by ensuring that schools are located at least one mile from the boundary of any school district. Locating schools in such a fashion allows for logical planning, as public facilities are generally located more centrally to a public agency, rather than being scattered along its borders. CJUSD would certainly be interested in discussing the possibility of providing new school facilities to serve the proposed new development, which facilities would be within CJUSD, following the guideline of staying at least one mile from the boundary line of the affected school districts.

1A-12

The placement of roads and traffic circulation should also be addressed so as to take into consideration existing school sites, planned school sites, and existing school district boundaries. For example, will appropriate roads be planned to allow access from the CJUSD portion of the proposed development to existing or planned CJUSD schools? If not, this would result in a significant impact, as traffic patterns to CJUSD's schools would be disrupted and poorly planned.

1A-13

CJUSD looks forward to working with the City, the County and the Placer County Local Agency Formation Commission in ensuring that adequate and safe facilities will in fact be in place with this new development, and that the existing borders of the affected school districts will be considered and honored. CJUSD offers to be an active participant in the preparation of the schools section of the EIR, in the analysis of relevant data, in the identification of impacts relating to schools and in formulating appropriate mitigation measures.

1A-14

In that regard, the CJUSD submits the following general comments regarding Project scope and description, overall comments applicable to both the Project and Program EIR aspects of the Project, and comments, including categories of information specific to the Project EIR aspect of

1A-15

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Page 4

the Project. The CJUSD wishes to see these comments and categories of information addressed in the Draft EIR, each of which the CJUSD feels is necessary for an adequate assessment of the impact of this project on local schools.

↑
1A-15

PROJECT SCOPE AND DESCRIPTION

Project Components

The Project scope and description is ambiguous and confusing. The Project appears to be two projects in one. First, there is a Draft Environmental Impact Report for the City of Roseville West Roseville Specific Plan/Sphere of Influence Expansion/Annexation Project. This EIR is apparently a project specific EIR. Second, there is a Draft Environmental Impact Report for the City of Roseville Sphere of Influence Expansion for a remainder area under a City/County Memorandum of Understanding. This EIR is apparently a program EIR.

1A-16

As currently written, the reader is left to guess and extrapolate as to the Project scope and description. The Draft EIR should clearly distinguish between the two Project components, explain what the City/County MOU is and why that is utilized in defining the Project scope and description, and clearly articulate which level of analysis is being used.

1A-17

Explanation for Selected Boundaries

There is an inadequate explanation as to how the boundaries were drawn for the two components of the Project. The boundaries are irregular and apparently deviate from the City/County MOU planning area. The Draft EIR should explain in detail the basis for drawing the boundaries for each of the two components of the Project. This issue is of particular concern to the CJUSD, as the irregular shape of the boundaries just clips the CJUSD boundaries. Again, CJUSD's consultants, based on rough calculations, have estimated that 300-500 dwellings will be constructed in this area.

1A-18
1A-19

Consideration of Existing City Facilities

The Project description and scope excludes from consideration existing lands owned by the City of Roseville and utilized for a regional waste water treatment plant and possible future power plant. Although this land is not part of the Project development, it is within the middle of the Project and should not be excluded from the environmental analysis. The impacts from these existing and planned City facilities should be considered as well as the impacts from the Project on these City facilities.

1A-20

Certification of the EIR Before any Project Approvals

Pages 9-10 of the Notice of Preparation reference Project approvals that will be required by the West Roseville Specific Plan. Out of 13 approvals, certification of the EIR is listed as number

1A-21

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11. The Draft EIR should reflect that certification of the Project EIR must occur before any Project approvals, consistent with the requirements of CEQA.

1A-21

COMMENTS APPLICABLE TO BOTH THE PROJECT AND PROGRAM EIR ASPECTS OF THE PROJECT

The Draft EIR should accurately define the geographic boundaries for the three school districts, and represent those boundaries on maps and diagrams in relation to the Project. It is critical that the Draft EIR base its analysis on accurate boundary descriptions. There should be no assumptions that any of the school district boundaries will change or that territory from one school district will be transferred to another. This is what occurred in the Morgan Creek Community Facilities District EIR. In fact, that EIR contained errors in the boundary lines.

1A-22

1A-23

Once an accurate description is obtained, the Draft EIR should describe how many students are within each district, which schools within those school districts serve existing students, and what schools are proposed to serve additional students generated from this Project and other projects in the area. All land use decisions, including the location of residential housing, commercial and industrial development, public facilities, and infrastructure (roads, water, sewer, etc.) should consider school district boundaries and the location of existing and future schools.

1A-24

If there is a possibility of a future proposal for a change in school district boundaries or a transfer of territory from one district to another, this should only be considered after a complete analysis is made as if no change or transfer occurs. Such speculative information may not be used in accessing the existing impacts upon the school districts. (See Cal.Code Regs., tit.14, §§ 15064(f), 15384.) Further, we want to emphasize that we have received assurances from the developers that they have no intent on seeking any changes to existing school district boundaries.

1A-25

1A-26

It is imperative that the preparer of the Draft EIR consult with representatives from the three school districts to obtain the necessary information to address these issues.

1A-27

COMMENTS AND CATEGORIES OF INFORMATION SPECIFIC TO THE PROJECT EIR ASPECT OF THE PROJECT

Population

1. Describe historical, current, and future population projections for each of the involved school districts.

1A-28

CJUSD specifically requests that historical, current, and future population projections for each of the involved school districts be addressed. Population growth or shrinkage is a primary consideration in determining the impact that development may have on a school district, as a booming population can directly impact the CJUSD and its provision of educational services, largely because of resulting school overcrowding, while a district with declining enrollment may

1A-29

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depend on new development to avoid school closure or program cuts. Overcrowding can constitute a significant impact within the meaning of the California Environmental Quality Act ("CEQA"). (See Cal.Code Regs., tit.14, §§ 15064, 15126.) This is particularly so where the overcrowding results in unsafe conditions, decreased quality of education, the need for new bus routes, and requires new school construction. The same can hold true for potential school closures or program cuts resulting from a declining population.

1A-29

Housing

- 2. Describe the type and number of anticipated dwelling units.
- 3. Describe the average square footage for anticipated dwelling units, broken down by type of unit.
- 4. Estimate the amount of development fees to be generated by development in accordance with implementation of the Project.
- 5. Describe the phasing of residential and development over time from inception to build-out of the Project.
- 6. Identify the anticipated number of units available for low income housing.

1A-30

1A-31

1A-32

1A-33

1A-34

The foregoing categories of information (Request Nos. 2-6) are critical for determining the extent of both physical and fiscal impacts on the District. California school districts are dependent on the provisions of Government Code Sections 65995, et seq., and Education Code sections 17600, et seq. for financing new school facilities and maintenance of existing facilities. The developer fees mandated by Section 65995, provide the CJUSD the bulk of its financing for facilities needs.

1A-35

The ability of the statutory development fees to offset the impact of new development on local school districts can be determined only if types of housing and average square footage can be taken into consideration. For instance, larger homes are expected to generate approximately the same number of students as smaller homes. At the same time, however, a larger home will generate a greater statutory development fee, better providing for facilities to house the student being generated. It is for these reasons that the Government Code now requires a school district to seek - and presumably to receive - such square footage information from local planning departments. (Gov. Code § 65995.5 (c)(3).)

1A-36

While the foregoing funding considerations are fiscal, they translate directly into physical, environmental impacts, in that inadequate funding for new school construction can result in overcrowding of existing facilities. Furthermore, fiscal and social considerations are relevant to an EIR, particularly when they either contribute to or result from physical impacts. (Pub. Resources Code § 21001(g); Cal.Code Regs., tit.14, §§ 15021(b), 15131(a)-(c), 15142 & 15382.)

1A-37

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Phasing of development is also a crucial consideration in determining the extent of impact on schools. The timing of the development will determine when new students are expected to be generated, and therefore is an important consideration particularly when considering the cumulative impact of a project in conjunction with other development.

1A - 38

Transportation/circulation/traffic Analysis

7. Describe the existing and the anticipated vehicular traffic and student pedestrian movement patterns to and from school sites, including consideration of bus routes.

1A - 39

8. Assess the impact of increased vehicular movement and volumes, including potential conflicts with school pedestrian movement, school transportation, and busing activities.

1A - 40

9. Estimate travel demand and trip generation, trip distribution and trip assignment by including consideration of school sites and home-to-school travel.

1A - 41

10. Assess cumulative impacts on schools and the community in general resulting from increased vehicular movement and volumes expected from additional development already approved or pending.

1A - 42

CJUSD makes the foregoing requests to ensure that traffic impacts on schools are adequately addressed in the EIR. Traffic issues are a particular concern for school districts in that increased traffic volume may interfere with established school bus routes, require new and additional routes, and may increase safety concerns for students walking or riding bicycles or other modes of transportation to and from school. In this instance, the traffic pattern also may have long term consequences on school district organization that should be addressed.

1A - 43

Regarding inclusion of school sites in estimating trip demand, generation, distribution and assignment, CJUSD assumes that school sites would be one category used in determining impacts, but if not, requests that it be considered one.

1A - 44

Public Services - Schools

11. Describe existing and future conditions within each school district, on a school-by-school basis, including size, location and capacity of facilities.

1A - 45

12. Describe the adequacy of both existing infrastructure serving schools and anticipated infrastructure needed to serve future schools.

1A - 46

13. Describe each school district's past and present enrollment trends.

1A - 47

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- 14. Describe each district's current uses of their facilities. 1A-48
- 15. Describe projected teacher/staffing requirements based on anticipated population growth and existing State and school district policies. 1A-49
- 16. Describe any impacts on curriculum as a result of anticipated population growth. 1A-50
- 17. Identify the cost of providing capital facilities to accommodate students on a per-student basis, by school district. 1A-51
- 18. Identify the expected shortfall or excess between the estimated development fees to be generated by the projects and the cost for provision of capital facilities. 1A-52
- 19. Assess the each school district's present and projected capital facility, operations, maintenance, and personnel costs. 1A-53
- 20. Assess financing and funding sources available to the school districts, including but not limited to those mitigation measures set forth in Section 65996 of the Government Code. 1A-54
- 21. Identify any expected fiscal impacts on the school districts, including an assessment of projected cost of land acquisition, school construction, and other facilities needs. 1A-55
- 22. Assess cumulative impacts on schools resulting from additional development already approved or pending. 1A-56

The CJUSD wishes to make certain that each of these issues are directly discussed in the EIR. Regarding Requests 11 - 14, each of these requests go to the issue of the current condition of the District. Infrastructure is included for consideration precisely because it is an often overlooked factor. While it may appear that a school site has sufficient space to accommodate additional students, an inadequate infrastructure -- which might include cafeterias, restroom facilities, sewerage, electrical capacity, and the like -- may preclude such growth. Placing too great a strain on the infrastructure is itself a physical impact to be addressed in an EIR. 1A-57

Relative to Request 11, the Draft EIR should also address the location of current planned school sites in all affected school districts, both to determine the adequacy of the space existing or available for school facilities and also to address traffic, student safety and related impacts affected by a school's location. This analysis would necessarily include consideration of the location and adequacy of size of the site proposed for dedication not just to the adjoining school districts, but also to the CJUSD for a school within the Project area. 1A-58

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The population elements addressed in Request 13 are essential because the ultimate impact of growth can best be determined by comparing existing student enrollment, expected future enrollment, and total school capacity.

1A-59

Request 14 is a necessary consideration because certain school facilities may have been designated for particular community uses, or otherwise be unavailable for full classroom service, meaning that they cannot be considered in determining the District's total capacity. Also, some classrooms are dedicated as labs, meaning that they cannot hold the full compliment of students that would occupy a traditional classroom, again affecting a school's total capacity.

1A-60

Requests 15 and 16 are included because they are relevant to the social impacts which may stem from the project. Again, such impacts are relevant to the extent they are caused by or result from physical impacts, which would include growth. (Pub. Resources Code § 21001(g); Cal.Code Regs., tit.14, §§ 15021(b), 15131(a)-(c), 15142 & 15382.) If classrooms become overcrowded, or certain programs cannot be offered because of overwhelming student demand, the community's educational services are harmed, a clear social impact. Further, overcrowded classrooms create additional safety concerns, both for students and teachers.

1A-61

1A-62

1A-63

Requests 17 through 21 deal with fiscal impacts on the districts. The most immediate means of determining whether school overcrowding will occur is to determine first whether the CJUSD has adequate available capacity, and second, if not, whether it has adequate sources of funding available to construct new facilities or expand existing ones. This requires consideration of how much it costs to house each student, and how much of that amount can be covered by existing funding sources. To the extent that the existing sources prove insufficient, the difference is an unmitigated impact on the District.

1A-64

Finally, Request 22 again seeks to ensure that a cumulative impact analysis is conducted, as there has been a great deal of development recently approved within the District's borders.

1A-65

Noise

23. Identify any noise sources and volumes which may affect school facilities, classrooms and outdoor school areas.

1A-66

Request 23 is intended to clarify that the EIR's consideration of noise issues take into account various ways in which noise may impact the schools, including, for instance, increases in noise levels in the immediate vicinity of playing fields.

1A-67

Social

24. Identify how school facilities are currently utilized as civic centers, and are projected to serve in that capacity in the future, and assess the impacts of the projects on that use.

1A-68

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25. Identify how each school district's grounds are currently utilized for recreations (parks) and open space, and are projected to serve in that capacity in the future, and assess the impacts of the projects on that use.

1A-69

26. Address potential impacts on the socio-economic and ethnic diversity of the school districts, both before and after the project.

1A-70

The first two requests are made in light of school districts' roles in providing recreational space and civic centers to the community. As overcrowding increases at school sites, the community's ability to so utilize school facilities becomes limited, which is both a physical and a social impact on the community. For example, the addition of relocatable classrooms to house new students may reduce available playing field or recreational space. Similarly, moving schools to multi-track class schedules, or having to set aside additional space for new alternative education students, may interfere with the community's ability to gain access to school facilities for civic use.

1A-71

The final request relates to the socio-economic effect of the development on the composition of schools in the respective school districts. Such socio-economic effects can have direct physical consequences, such as the impacts stemming from increased movement by one racial or economic group to another school district and resulting facilities needs or pressures in the involved school districts.

1A-72

CONCLUSION

CJUSD is prepared to provide any information necessary to assist the City in preparation of the EIR and in addressing each of the comment and scope/content issues set forth above. CJUSD remains committed to working with the City, the County, and the developer to ensure that the District's needs are met and that the proposed Project can proceed forward.

1A-73

Finally, we request that all notices and copies of documentation with regard to this project be mailed both to the CJUSD directly, and also to our legal counsel's attention as follows:

Rex Fortune, Superintendent
Center Joint Unified School District
8408 Watt Avenue
Antelope, CA 95843
tel (916) 338-6337
fax(916) 338-6417

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Harold M. Freiman
Lozano Smith
2000 Crow Canyon Pl.
San Ramon, CA94583
tel (925) 302-2000
fax(925) 302- 2010

1A-74

Please feel free to contact me directly if we can be of any assistance.

Sincerely,

LOZANO SMITH



Harold M. Freiman

HMF/dw

Enclosure: Map regarding School District Boundaries (Marked Figure 2)

cc: (by facsimile, w/encl.)
Dr. Rex Fortune, Superintendent, Center Joint Unified School District
Mike Winters, Caldwell Flores Winters, Inc.

::ODMA\WORLD\OXQ\RAM_DOCS\00792\001\LTR\SR007976.WPD

■ Response to Comment Letter 1A
Lozano Smith, Attorneys at Law, on behalf of Center Joint Unified School District (September 13, 2002)

Response to Comment 1

This comment provides introductory text that identifies the commenting entity.

This comment letter is a resubmittal of the same letter the Center Joint Unified School District (CJUSD) submitted in response to the Notice of Preparation (NOP) of the Draft EIR (in September 2002). The original letter was written at a point in the planning process when the exact number of students that would be generated by the proposed project, and the schools districts that would be responsible for accommodating these students, was unknown. As the land use plan was refined, it was determined that no students generated by the WRSP would enroll in the CJUSD because only open space uses are proposed within the District's boundaries. Instead, and as discussed in Impact 4.10-3 of the Final EIR, the students generated by the WRSP would be accommodated by the Roseville City School District through the development of new schools.

Development in the Remainder Area could, however, generate students that would attend CJUSD schools, although the exact number and location of any additional school sites would be determined through the preparation of (future) specific plans and environmental review that comprehensively address development in the Remainder Area. The following responses to the comments resubmitted by the CJUSD, therefore, focus on future development in the Remainder Area.

Response to Comment 2

Sections 4.10.8 through 4.10.10 of the Final EIR address which school districts will serve the proposed project site and project impacts on school facilities.

Response to Comment 3

Impact 4.10-3 (Increased Demand for Schools) and Impact 4.10-4 (Insufficient Schools for CUSD Students in Proximity to the SOI Amendment Area) addresses the ability of the affected school districts to accommodate students and presents mitigation as necessary to reduce potential impacts. Further, City of Roseville General Plan Policies FC-2 and FC-3 require that adequate school facilities are available and financing for new schools is identified and secured before new residential development is approved.

Response to Comment 4

Many factors influenced the land use plan including the location of school sites, for the proposed project. The factors include City land use and General Plan policies, smart growth principles, the location of

adjacent residential neighborhoods, the location of the Pleasant Grove Regional Wastewater Treatment Plant and Roseville Energy Park, the requirements for regional parks and schools, treatment of the western edge of the site, the location of sensitive natural resources, arterial and infrastructure connections, a new alignment for Fiddymont Road, market demand, and fiscal responsibility. Accordingly, the land use plan represents the best balance and location of land uses that reflect, incorporate, and accommodate the factors listed above.

Response to Comment 5

This comment contains general information regarding development trends (and how they impact school districts) and is not a comment on an environmental issue. Therefore, no further response is required.

Response to Comment 6

This comment contains general information regarding development trends (and how they impact school districts) and is not a comment on an environmental issue. Therefore, no further response is required.

Response to Comment 7

This comment contains general information regarding the school district boundary dispute involving the Morgan Creek Community Facilities District Area. It is not a comment on an environmental issue. Therefore, no further response is required.

Response to Comment 8

This comment contains general information regarding the school district boundary dispute involving the Morgan Creek Community Facilities District Area. It is not a comment on an environmental issue. Therefore, no further response is required.

Response to Comment 9

As reflected by Figure 8-2 of the Specific Plan, there are no schools located immediately adjacent to the CJUSD's boundaries. However, there would be a school located approximately 50 feet east of the school district's boundary, in the center of the residential area located west of West Side Drive and east of the westernmost open space area.

Response to Comment 10

Refer to Response to Comment 1A-4 for a discussion of the factors that were considered when determining the land use plan for the WRSP Area. The commenter's opinion as to whether future development would be transferred from one school district to another is speculative, and is not a comment on an environmental issue. Therefore, no further response is required.

Response to Comment 11

Refer to Response to Comment 1A-10. Impacts to schools are fully analyzed in Section 4.10.8 through 4.10.10 of the Final EIR, as described in Response to Comment 1A-3.

Response to Comment 12

The proposed project does not include any school district boundary changes, as reflected in the Final EIR. Refer to Response to Comment 1A-4 for a discussion of the factors that were considered when determining the land use plan for the WRSP Area. Because of the location of the three school districts in relation to the project boundaries, if no schools were allowed within 1 mile of another school district's boundaries, the only area of the project site within which schools could be located would be the northeastern portion of Fiddlyment Ranch (refer to Figure 4.10-2, School District Boundaries, of the Final EIR and Figure 8-2, Schools, Parks, and Open Space of the Specific Plan), which would prevent the project from providing the appropriate number of schools and would require busing for all students.

Response to Comment 13

As reflected in Section 7.1 (Overview) of the Specific Plan, the circulation plan for the proposed project was designed to ensure connectivity between uses, linking existing City and regional systems, while creating a safe and efficient system that complies with City policies and allows for transportation options. As development occurs in the southern portion of the Remainder Area, which is the area of the site that is within the CJUSD's boundaries, a circulation plan will be developed as part of the specific plan process for that area to allow for local and regional access.

Response to Comment 14

This comment contains general information regarding the CJUSD's willingness to work with the City, County, and Placer County Local Agency Formation Commission during preparation of the EIR and to ensure that provision of adequate and safe school facilities. It is not a comment on an environmental issue. Therefore, no further response is required.

Response to Comment 15

Because this letter was submitted in response to the NOP for the Draft EIR, all of the comments address issues associated with the NOP, not the text of the Draft EIR as circulated for public review. Therefore, for comments that pertain only to the NOP, as noted below, no specific response is provided. However, for comments that address information that the CJUSD requested to be analyzed in the Draft EIR, an explanation of whether, and where, that information is contained in the Draft EIR has been provided.

Response to Comment 16

This comment pertains only to the NOP. Section 1.3 of the EIR explains what type of EIR was prepared (project-specific or programmatic).

Response to Comment 17

This comment pertains only to the NOP. The project description is provided in Chapter 2 of the Final EIR and the MOU between the City and Placer County is fully explained in Section 2.2-3.

Response to Comment 18

The boundaries that distinguish the Fiddlyment Ranch and Westpark portions of the WRSP area are solely determined by ownership. Fiddlyment Ranch is controlled by Signature Properties and held under six separate ownerships. The Westpark property is owned by 1600 Placer Investors, Inc., and managed by Westpark Associates. The Remainder Area is owned by numerous landowners. The project site boundaries are separate and distinct from the City/County MOU Transition Area, although they do overlap.

Response to Comment 19

As reflected in the discussion for Impact 4.10-4, which is provided in the Final EIR, approximately 2,622 single-family and 1,727 multi-family homes are estimated to be developed within the CJUSD's boundaries in the Remainder Area. No residential development is proposed within the CJUSD's boundaries in the WRSP Area.

Response to Comment 20

While the proposed project does not include the City-owned property located in the center of the site as part of the project, it does adequately analyze the impacts associated with the Pleasant Grove Wastewater Treatment Plant (PGWWTP) and the potential Roseville Energy Park (REP). The future expansion of the PGWWTP, in part, as necessitated by this project, was evaluated in the Final EIR. The Roseville Energy Park is still in a preliminary planning phase and is in the environmental review process with the California Energy Commission. Therefore, because it is not an approved project, an analysis of the REP was contained within the Cumulative Analysis of the Final EIR, found in Section 5.5.3. Nonetheless, the City-owned property was considered as part of the land use planning efforts for the proposed project to ensure land use compatibility.

Response to Comment 21

Comment noted. Section 2.5.1 of the Final EIR identifies certification of the EIR for the West Roseville Specific Plan and Sphere of Influence Amendment. The commenter is correct in noting that certification of the Final EIR must occur prior to consideration of project approval by the City's decision-makers.

Response to Comment 22

The existing boundaries of the three school districts located within the project site are illustrated by Figure 4.10-2 (School District Boundaries). The Final EIR did not assume that any school district boundaries would change or that territory from one school district would be transferred to another.

Response to Comment 23

This comment contains general information regarding the school district boundary dispute involving the Morgan Creek Community Facilities District Area. It is not a comment on an environmental issue. Therefore, no further response is required.

Response to Comment 24

Section 4.10 (Public Services, Schools) of the Final EIR addresses all of the information requested by the commenter.

Response to Comment 25

The Final EIR did not assume that any school district boundaries would change or that territory from one school district would be transferred to another. The geographic boundaries for the three school districts have been clearly established, and there will be no WRSP residential units within the Center Unified School District boundary. Refer to Response to Comment 1A-1 for a discussion of school enrollment generated by the WRSP. CEQA Guidelines Section 15064(f) and 15384, cited by the commenter, address the requirement to have substantial evidence in the record to support the lead agency's determinations.

Response to Comment 26

This comment contains general information regarding the schools district's communication with the developers. It is not a comment on an environmental issue. Therefore, no further response is required.

Response to Comment 27

Section 4.10.8 of the Final EIR contains information that was obtained in consultation with the involved school districts.

Response to Comment 28

School enrollment projections are provided in Table 4.10-4 (School Enrollment Projections) of the Final EIR for each of the three school districts.

Response to Comment 29

This comment contains general information regarding the schools district's need for, and use of, population projections. It is not a comment on an environmental issue. Therefore, no further response is required. However, with respect to impacts that could result from overcrowding in schools, Impact 4.10-3 (Increased Demand for Schools) of the Final EIR analyzes whether students could be accommodated within existing or proposed facilities and programs. The Final EIR concluded that a less-than-significant impact would result for both the WRSP and Remainder Areas.

Response to Comment 30

The number and type of dwelling units are described in Chapter 2 (Project Description) of the Final EIR.

Response to Comment 31

The average square footage for dwelling units, by type of unit, is provided in Section 4.1 (Land Use Plan & Regulations) of the Specific Plan.

Response to Comment 32

The fees generated by the project are not an environmental impact. Consistent with City policy, funding for schools will exceed SB 50 provisions. Information on school facilities funding and fees is found on page 4.10-21 of the Final EIR. The applicants are negotiating individual contracts with the affected school districts in order to provide adequate facilities.

Response to Comment 33

The anticipated phasing of the WRSP is described in Chapter 2 (Project Description) of the Final EIR.

Response to Comment 34

Table 4.2-12 (Affordable Housing Allocation) of the Final EIR indicates the number of units available for low-income housing.

Response to Comment 35

This comment contains general information explaining why the information requested in Comments 1A-30 through 1A-34 is necessary. Refer to Responses to Comments 1A-30 through 1A-34 for a discussion of

housing and schools. Impacts to schools are fully analyzed in Sections 4.10.8 through 4.10.10 of the Final EIR.

Response to Comment 36

Refer to Response to Comment 1A-32 for a discussion on funding of school facilities. Impacts to schools are fully analyzed in Sections 4.10.8 through 4.10.10 of the Final EIR.

Response to Comment 37

Refer to Responses to Comments 1A-30 through 1A-34 for a discussion of fiscal impacts of schools. Schools are fully analyzed in Sections 4.10.8 through 4.10.10 of the Final EIR.

Response to Comment 38

Schools are fully analyzed in Sections 4.10-8 through 4.10-10 of the Final EIR.

Response to Comment 39

Existing and anticipated vehicular volumes are provided in Section 4.3 (Transportation and Circulation) of the Final EIR. A discussion of increased congestion due to the pedestrian overlay is provided in Impact 4.3-9 in Section 4.3 (Transportation and Circulation) of the Final EIR. The traffic analysis considered the circulation patterns resulting from implementation of the entire Specific Plan project site, including school sites.

Response to Comment 40

Refer to Response to Comment 1A-39 for a discussion of traffic and circulation.

Response to Comment 41

Trip generation and trip distribution/assignment is addressed Section 4.3 (Transportation and Circulation) of the Final EIR. The traffic analysis considered the circulation impacts resulting from implementation of the entire Specific Plan, including school sites.

Response to Comment 42

Cumulative impacts to schools and transportation/circulation are addressed in Chapter 5 (CEQA Considerations) of the Final EIR.

Response to Comment 43

Transportation and circulation impacts associated with the proposed project have been adequately addressed in Section 4.3 of the Final EIR. Implementation of the WRSP will not cause impacts on any

CJUSD facilities. At the time specific development is proposed within the Remainder Area, additional environmental review and preparation of specific plan(s) to address the siting of school facilities and circulation and access will be required.

Response to Comment 44

For trip generation purposes, schools are included as a separate category (from the other land uses), entitled "public/quasi public." Other uses included in this category are churches, fire stations, electric substation, water tank/recycling centers, well sites, and a site for expansion of the PGWWTP.

Response to Comment 45

Tables 4.10-1 through 4.10-3 (School Capacities and Enrollment) show existing capacities and enrollment within each of the three schools districts that could accommodate students from the project site. Table 4.10-4 (School Enrollment Projections) shows anticipated future conditions within each of the three school districts that would accommodate students from the project site.

Response to Comment 46

A full discussion of existing and anticipated infrastructure needs is provided in Section 4.11 (Public Utilities) of the Final EIR.

Response to Comment 47

The Final EIR did not analyze enrollment trends, as it is not relevant to the discussion of physical environmental impacts that would result from construction and/or operation of the schools needed to serve the proposed project. As required by CEQA, the Final EIR analyzed the physical environmental impacts that would result from accommodating the school enrollment projections provided in Table 4.10-4 (School Enrollment Projections).

Response to Comment 48

Information related to each District's use of their existing facilities would not provide information relevant to physical environmental impacts associated with the proposed project; therefore, no such data was gathered. Refer to Response to Comment 1A-57 for a discussion of school facilities.

Response to Comment 49

Information related to each District's projected teacher/staffing ratios would not provide information relevant to physical environmental impacts associated with the proposed project; therefore, CEQA does not require such information be provided in the EIR.

Response to Comment 50

Information related to curriculum would not provide information relevant to physical environmental impacts associated with the proposed project; therefore, CEQA does not require such information to be provided in the EIR.

Response to Comment 51

Information related to the cost of providing capital facilities to accommodate students on a per-student basis, by school district, would not provide information relevant to physical environmental impacts associated with the proposed project; therefore, CEQA does not require such information to be provided in the EIR.

Response to Comment 52

As indicated on page 4.10-21 of the Final EIR, the City of Roseville adopted Ordinance 2434 (School Facilities Mitigation Plan) in February 2001, which allows fees greater than the State-mandated fees (SB 50) in order to ensure that new development provide adequate facilities. Applicants are required to enter into agreements with the school districts and prepare mitigation plans, which outline how new facilities will be funded and/or provided. Refer to Response to Comment 1A-32 for a discussion of fiscal impacts to schools.

Response to Comment 53

Information related to present and projected capital facilities, operations, maintenance, and personnel costs would not provide information relevant to physical environmental impacts associated with the proposed project; therefore, CEQA does not require such information to be provided in the EIR.

Response to Comment 54

Refer to Response to Comment 1A-32 for a discussion of fiscal impacts to schools.

Response to Comment 55

Refer to Response to Comment 1A-32 for a discussion of fiscal impacts to schools.

Response to Comment 56

Cumulative impacts to schools are addressed in Chapter 5 (CEQA Considerations) of the Final EIR.

Response to Comment 57

The proposed project includes the development of new school facilities, rather than the expansion and/or reconfiguration of existing facilities; and no resulting impacts on existing school facilities is anticipated to

occur. The proposed infrastructure for the entire Specific Plan Area is described in the Final EIR in Chapter 2.0 (Project Description) and Section 4.10 (Public Services), and the significant environmental effects of developing such infrastructure is analyzed in Section 4.10 (Public Services).

Response to Comment 58

The Final EIR identifies the location of proposed school facilities in the WRSP Area and provides mitigation measures to ensure that school facilities are adequately planned and implemented in the Remainder Area. With respect to vehicular and pedestrian traffic, Section 4.3 (Transportation and Circulation) of the Final EIR fully addresses these impacts. Issues related to dedication of school sites are economic effects that are not treated as significant effects on the environment pursuant to Section 15131 of the CEQA Guidelines.

Response to Comment 59

This comment contains general information explaining why the information requested in Comment 1A-47 is necessary. It is not a comment on an environmental issue. Therefore, no further response is required.

Response to Comment 60

This comment contains general information explaining why the information requested in Comment 1A-48 is necessary. It is not a comment on an environmental issue. Therefore, no further response is required.

Response to Comment 61

This comment regarding the project's social impacts contains general information explaining why the information requested in Comments 1A-49 and 1A-50 is necessary. Teacher/staffing ratios and curriculum development typically do not translate into physical environmental impacts; therefore, no further response is required.

Response to Comment 62

Refer to Response to Comment 1A-29 for discussion of the environmental implications of school overcrowding.

Response to Comment 63

Refer to Response to Comment 1A-29 for discussion of the environmental implications of school overcrowding.

Response to Comment 64

This comment regarding the project's fiscal impacts contains general information explaining why the information requested in Comments 1A-51 through 1A-55 is necessary. It is not a comment on an environmental issue. Therefore, no further response is required.

Response to Comment 65

Impacts to schools, including fiscal impacts, are fully analyzed in Sections 4.10-8 through 4.10-10 of the Final EIR.

Response to Comment 66

Noise sources and volumes associated with construction and implementation of the proposed project are provided in Section 4.5 of the Final EIR. In addition, Impact 4.5-4 of the Final EIR addresses noise from school related activities.

Response to Comment 67

Refer to Response to Comment 1A-66 for a discussion of noise sources and volumes.

Response to Comment 68

This comment requires information regarding the possible ancillary uses of future school facilities, but is not a comment on an environmental issue. Adequate community facilities are being provided as part of the WRSP. Therefore, no further response is required.

Response to Comment 69

As indicated on page 4.10-30, the City has defined parklands to include developed parks, recreational open space, and joint-use school park facilities. It is City policy to work closely with the school districts to develop joint-use facilities that can benefit both the school districts and the community. Recreational use of school grounds was assumed in the land use analysis.

Response to Comment 70

This comment requests information regarding potential impacts on socioeconomic or ethnic diversity of existing or future school districts, but does not raise an environmental issue. Therefore, no further response can be provided.

Response to Comment 71

Adequate new school facilities will be provided to meet the demand generated by the new development through reservation of school sites identified through the specific plan process and in conformance with the City's School Mitigation Plan Ordinance.

Response to Comment 72

The comment concerns the socioeconomic effects of the project and does not raise any environmental issues. Therefore, no further response is required.

Response to Comment 73

This comment states that the CJUSD will provide any information necessary to assist the City in preparation of the EIR (which had yet to be prepared as of the writing of this comment letter). No further response is required.

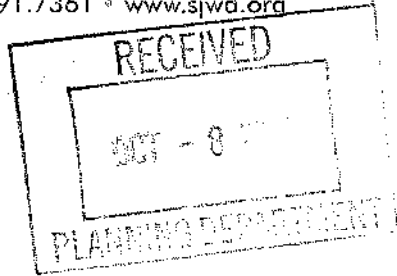
Response to Comment 74

All notices and copies of documentation regarding this project will be sent to the indicated address, as well as the district's legal counsel.



San Juan Water District

P.O. Box 2157 • Granite Bay, California 95746 • 916.791.0115
9935 Auburn Folsom Road • Granite Bay, California 95746
Fax: 916.791.7361 • www.sjwd.org



General Manager
James R. English



Directors
Kenneth H. Miller, *President*
Lyle N. Hoag, *Vice President*
Joseph P. Alessandri
Edward J. "Ted" Costa
Dorothy Kilgore



October 7, 2003

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

Subject: Draft Environmental Impact Report for the West Roseville Specific Plan and Sphere of Influence Amendment

Dear Ms. Pease:

Thank you for providing San Juan Water District (SJWD) with the opportunity to comment on the Draft Environmental Impact Report (EIR) for the West Roseville Specific Plan and Sphere of Influence Amendment.

2-1

Under Future Water Supplies on page 4.11-5, the last sentence under Surface Water, states the 3,200 AF/Year would account for 13 percent of the SJWD water supply. This statement would be accurate if you revised the sentence to say, "The 3,200 AF/year would account for 13 percent of the SJWD PCWA water supply."

2-2

If you have any questions on my comment, you can reach me on my direct line at 916-791-6936.

2-3

Sincerely,

Shauna Lorance
Assistant General Manager

■ Response to Comment Letter 2
San Juan Water District (October 7, 2003)

Response to Comment 1

This comment contains general introductory information and is not a comment on an environmental issue. Therefore, no further response is required.

Response to Comment 2

In response to this comment, the text on paragraph 1 on page 4.11-5 of the Final EIR is revised as follows:

The 3,200 AF/yr of water to be transferred to the City from SJWD represents 13 percent of the SJWD's PCWA water supply (25,000 AF/yr).

Response to Comment 3

This comment contains general information and is not a comment on an environmental issue. Therefore, no further response is required.

Comment Letter 3

STATE OF CALIFORNIA

GRAY DAVIS, Governor



GOVERNOR'S OFFICE OF EMERGENCY SERVICES
DISASTER ASSISTANCE PROGRAMS BRANCH
POST OFFICE BOX 419023
RANCHO CORDOVA, CALIFORNIA 95741-9023
PHONE: (916) 845-8101 FAX: (916) 845-3381



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RECEIVED
OCT 10 2003
STATE CLEARING HOUSE

October 10, 2003

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

Re: West Roseville Specific Plan and Sphere of Influence Amendment EIR (SCH#2002082057)

Dear Ms. Pease:

Thank you for the opportunity to comment on the West Roseville Specific Plan and Sphere of Influence Amendment EIR. There is one issue we would like to comment on regarding fire safety.

4.10.6 Impacts and Mitigation Measures

The EIR points out that there are no specific plan policies that relate to fire prevention and suppression in the remainder area. Even though there are no plans to develop the remainder area at this time, there is the potential that wildfires could occur in the remainder area could threaten surrounding areas being developed as part of the specific plan. It may be beneficial for the City of Roseville to explore the potential fire risk from the remainder area and incorporate mitigation measures that may reduce this fire risk as part of the specific plan.

3-1

If you have any questions about this comment, please call Mary Ann Hadden, Associate Environmental Planner, at (916) 845-8269.

Sincerely,

Mary Ann Hadden for Dennis Castillo

Dennis Castillo
OES Environmental Officer
(916) 845-8270

■ Response to Comment Letter 3
Governor's Office of Emergency Services, Rancho Cordova Branch
(October 10, 2003)

Response to Comment 1

This EIR has been prepared at two levels of specificity. Consistent with Section 15146 of the CEQA Guidelines, this EIR examines the project-specific impacts of implementing the proposed WRSP (which includes implementation of the WRSP, amending the City's sphere of influence to include the WRSP Area, and annexing the WRSP Area to be within the City's jurisdiction) and also examines the programmatic effects of amending the City's sphere of influence outside of the WRSP area to include the Remainder Area. While no specific development plan is provided for the Remainder Area, reasonable assumptions regarding potential land uses in the Remainder Area were necessary in order to complete the programmatic environmental analysis. Although the WRSP and Remainder Areas are at different stages of planning, they are related geographically and as logical parts in a chain of contemplated actions. Therefore, by providing a dual level of analysis (project-level for the WRSP and programmatic-level for the Remainder Area), the effects of developing both areas are fully considered, allowing all foreseeable impacts to be disclosed, rather than providing segmented and separate analyses.

In addition, Section 1.3 (Type of EIR) of the Final EIR states that, "With respect to future development projects that may be proposed in the Remainder Area, Section 15168(c) of the CEQA Guidelines states that subsequent activities should be examined in light of the Program EIR to determine whether additional environmental documentation must be prepared. If a later activity would have significant effects that were not examined in the Program EIR (or if new or different mitigation measures or alternatives become available to reduce previously disclosed impacts), subsequent environmental documentation must be prepared, consistent with Sections 15162 through 15164 of the CEQA Guidelines.

Because the analysis for the Remainder Area is provided at a programmatic level, rather than a project level as provided for the WRSP Area, the specificity provided in the mitigation measures is also broader. Performance standards have been established, where appropriate. It is anticipated that the environmental analysis and development of mitigation measures would be provided with greater specificity as specific plans are submitted for this area, which could include the use of the same or similar mitigation measures as proposed for the WRSP Area. No entitlements are being requested or considered for the Remainder Area, and approval of the WRSP does not provide any *de facto* entitlements to the Remainder Area. As a practical matter, fire service is currently provided to the Remainder Area by the California Department of Forestry. The Roseville Fire Department has a mutual aid agreement with the California Department of Forestry and Sacramento Metro Fire Department, both of which could provide

service to the Remainder Area, depending on the type of service (grassfire, house fire, etc.) and size of event.

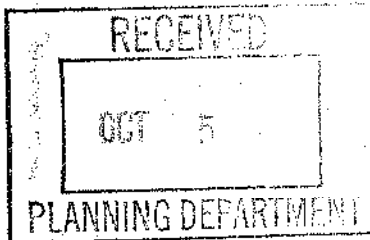


Pacific Gas and Electric Company

Robert J. Fratini
Community and
Governmental Relations

151 N. Sunrise Avenue
Roseville, CA 95661

Phone (916) 781-3110
Fax (916) 781-3154



October 14, 2003

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

*Copies to:
Nila
Kathy*

RE: West Roseville Specific Plan

Dear Mr. Richardson,

Pacific Gas and Electric Company offers the following comments:

- 1. PG&E owns, operates and maintains electric and gas distribution facilities within the Plan boundary. In order to safely operate and maintain these facilities, access must be maintained at all times.
- 2. Land use is restricted in the vicinity of these facilities. PG&E must be contacted prior to any development in the vicinity of these facilities to ensure that no conflicts and hazardous situations are created.
- 3. Relocation of these facilities, due to development, may be possible but would be subject to the following conditions:
 - a. Costs for said relocations would not be at PG&E's expense.
 - b. Land rights (permits, easements, etc.), acceptable to PG&E, would need to be provided to PG&E prior to the relocation of any facilities.
 - c. The new location of the facilities must be acceptable to PG&E.
 - d. The timing of said relocations would be subject to PG&E's other obligations and limited resources.
- 4. Electric and gas service is available to serve new loads within the Plan boundary.
- 5. There appears to be a small number of PG&E electric customers within the Plan boundary that we intend to continue to serve.
- 6. As recently as August, 2003, the California Public Utilities Commission issued rulings affecting "greenfield development". These decisions appear to be applicable to any electric customers within the Plan boundary that would be served by the City of Roseville. This information is included as an attachment to this letter.

4-1

4-2

4-3

4-4

4-5

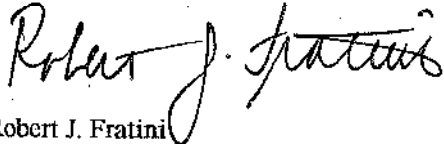
4-6



Mr. Paul Richardson
September 26, 2003
Page Two

Thank you for the opportunity to provide comments.

Sincerely,



Robert J. Fratini
Community and Governmental Relations

Attachment



4-6

“Greenfield” Projects
Cost Obligations
Fact Sheet
September 2003

Issue: What cost obligations might “greenfield”¹ projects located in PG&E’s service territory, that choose to be served by a public agency (e.g., a municipal utility or an irrigation district), have?

Summary: PG&E’s service territory covers much of northern and central California, with the exception of those geographic areas served exclusively by a municipal utility or an irrigation district. There are certain areas within PG&E’s service territory where public agencies are beginning to selectively offer electric service to new customers in greenfield projects (and, perhaps, to existing PG&E customers as well). This Fact Sheet describes the obligation of customers moving into greenfield projects located within PG&E’s service territory--but taking service from a public agency--to pay various non-bypassable charges (NBCs).

Since the California legislature enacted Assembly Bill 1890 in 1996, new customers locating in greenfield projects within PG&E’s service territory who take service from a public agency have, with certain exceptions, been obligated to pay a number of NBCs. These NBCs are designed to recover the costs of stranded generation, nuclear decommissioning, and, if the customer is residential or small commercial with demand less than 20 kW, rate reduction bonds. A recent decision by the California Public Utilities Commission (CPUC) mandates that such customers (again with certain exceptions) will also owe NBCs related to power purchases made by the California Department of Water Resources (DWR) over the last few years.

Why this is important? If you are planning a greenfield project located within PG&E’s electric service territory but are considering electric service from a public agency, you (or if you are not the occupant, then the utility customers that later occupy your project) may have additional cost obligations beyond the electricity charges levied by the public agency.

We want to provide you with up-to-date information so you can make an informed decision and, if you ultimately choose electric service from a public agency, accurately disclose these issues to the prospective customers/homeowners/tenants.

¹ A “greenfield” project is defined here as a new construction project requiring electric service that had no prior service. Examples include a new residential sub-division or a new commercial establishment.

Description of NBCs

A new customer locating in a greenfield project within PG&E's service territory--but taking electric service from a public agency--may be obligated to pay some or all of the following NBCs:

Competition Transition Charge (CTC) – The CTC recovers the above-market costs of PG&E's contracts with Qualifying Facilities, as well as employee transition costs (the CTC is still to be determined by the CPUC, but is expected to be in the range of 0.5 to 1.1 cents per kilowatt-hour (kWh), declining over time until it terminates in 2024).

Nuclear Decommissioning Charge (NDC) – The NDC recovers the costs of decommissioning PG&E's two nuclear power plants (the NDC is approximately 0.03 cents per kWh).

Trust Transfer Amount Charge (TTAC) – The TTAC recovers the cost of certain rate reduction bonds (the TTAC is approximately 1.0 cents per kWh, but is only applicable to residential customers and to small commercial customers with demands less than 20 kilowatts; it terminates at the end of 2007).

DWR Bond Charge (DWRBC) – The BC recovers past undercollections of DWR procurement costs, initially paid out of the state's general fund and later repaid from the proceeds of DWR's bond issue (the BC is approximately 0.4 cents per kWh, and extends through 2022).

DWR Power Charge (DWRPC) – The PC recovers DWR's going-forward uneconomic power contract costs (the PC is still to be determined by the CPUC but could be as high as 4.0 cents per kWh in 2003, declining thereafter until it terminates in 2011).

Applicability of NBCs to Customers in Greenfield Projects

The CTC and NDC are applicable to any customer who, on or after December 20, 1995, locates in a greenfield project within PG&E's service territory, but takes electric service from a public agency, with one exception. The exception is as follows: If the customer is served without any use of PG&E's transmission and distribution system (i.e., the electricity can be delivered without any reliance upon PG&E's wires), then the customer is not obligated to pay the CTC and NDC.

The TTAC is applicable to any residential or small commercial customer (with demand less than 20 kW) who, on or after December 8, 1997, locates in a greenfield project within PG&E's service territory, but takes electric service from a public agency, with a similar exception as above (i.e., if the customer is served without any use of PG&E's transmission and distribution system, then the customer is not obligated to pay the TTAC).

Since early 2002, the CPUC has been conducting a proceeding to determine, among other things, the applicability of the DWRBC and the DWRPC to customers who, on or after February 1, 2001, locate in a greenfield project within PG&E's service territory, but take electric service from a public agency. In July 2003, the CPUC ruled that all former utility customers that switch to a local public utility after February 1, 2001 would owe the DWRBC and DWRPC, as would greenfield load served by a local public utility that had not been created and delivering electricity to retail end-use customers prior to February 1, 2001. Only greenfield load served by a local public utility that was created and delivering electricity to retail end-use customers as of February 1, 2001 would be exempt from these charges.

However, in a subsequent ruling in August 2003, the CPUC ordered further hearings on this matter, and in particular whether there should be some allocation of the limited exemptions described above between a pre-February 1, 2001 entity and a post-February 1, 2001 entity. Pending further hearings on this issue, the CPUC determined that both the DWRBC and the DWRPC are applicable to all greenfield project customers on an interim basis, and that PG&E is entitled to begin collecting these charges immediately (subject to refund later if the CPUC later determines that they are not applicable).

The CPUC has also placed an interim cap on the amount of certain NBCs that can be collected from greenfield project customers: the sum of the CTC, the DWRBC, and the DWRPC cannot exceed 2.7 cents per kWh, with unrecovered amounts to be collected in later years (i.e., the total obligation remains the same). This cap, however, is temporary and may be increased or eliminated entirely by the CPUC in a future proceeding. The interim cap is not applicable to the NDC and the TTAC, so these charges (if applicable) would be in addition to the 2.7 cents per kWh cap amount.

How You Can Keep Up to Date

- Call Bob Fratini at (916) 781-3110.
- Speak with the municipal utility or irrigation district that is offering service.
- Check with the CPUC for status of Rulemaking 02-01-011 where the applicability of DWR charges to greenfield developments is being determined.

**■ Response to Comment Letter 4
Pacific Gas and Electric Company (October 14, 2003)**

Response to Comment 1

Consistent with Pacific Gas and Electric's Rules 15 and 16, which are briefly discussed on page 4.11-93 of Section 4.11.15 (Public Utilities, Regulatory Setting) of the Final EIR, PG&E will be allowed access to its facilities through public rights-of-way or by the establishment of easements to ensure the safe operating conditions of its distribution or transmission facilities.

Response to Comment 2

Consistent with General Plan Policy FD-3, in areas that are within electrical power line easements, public uses would be limited to parking and low-density recreational activities (i.e., undeveloped nature areas, or bicycle and jogging paths) to ensure that no hazardous conditions exist with respect to electromagnetic field exposure. In addition, the City's Community Design Guidelines include specific requirements for site layout, landscaping, and fencing to ensure that potential incompatibilities with adjacent land uses are minimized. The environmental review process, which is required for compliance with California Environmental Quality Act (CEQA), also evaluates issues related to land use compatibility to ensure that future development considers adjacent land uses. Further, PG&E would be provided an opportunity to comment on any proposed development that could affect, or be affected by, PG&E facilities as part of the environmental review or development process.

Response to Comment 3

Any relocation of PG&E's existing facilities caused by development in the City of Roseville would require an agreement between the City and PG&E or the Developer/Landowner and PG&E, addressing funding, the provision or abandonment of easements, the timing of relocation, and the location of the new facility.

Response to Comment 4

As indicated on page 4.11-89 of the Final EIR, PG&E has indicated that it can serve the project site, but Roseville Electric is anticipated to be the service provider for the WRSP Area.

Response to Comment 5

It is City policy that Roseville Electric would provide electric service within the City of Roseville boundaries. It is acknowledged that PG&E will likely continue to serve customers within the Remainder Area, unless those areas are also annexed into the City in the future.

Response to Comment 6

The information submitted with respect to "Greenfield" Projects Cost Obligations has been reviewed by the City of Roseville and will be considered, as appropriate, prior to any decision to allow a public agency to provide public services to the project site.



County of Sacramento

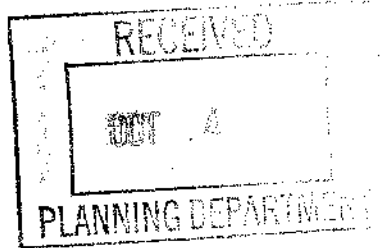
PUBLIC WORKS AGENCY – CHERYL CRESON, ADMINISTRATOR

Department of Transportation

Including service to the Cities of Citrus Heights and Rancho Cordova

Thomas J. Zlotkowski, Director

October 22, 2003



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

Subject: Draft Environmental Impact Report for the West Roseville Specific Plan and Sphere of Influence Amendment.

Dear Ms. Pease:

The Sacramento County Department of Transportation appreciates the opportunity to review and comment on the Environmental Assessment/Draft Environmental Impact Report for the West Roseville Specific Plan and Sphere of Influence Amendment. We have the following comments:

5-1

Page 5-39 Why does the West Roseville Specific Plan not include the dedication of lands for the Placer Parkway? The DEIR states that the Placer Parkway would provide a substantial benefit to the City of Roseville's roadway system, yet the West Roseville Specific Plan does not include any of the proposed alignments within the plan area. The Placer Parkway does have an approved Project Study Report that provides general alignments. Not including any of those alignments in the West Roseville Specific Plan may reduce the number of alternatives for the Placer Parkway; this could reduce the effectiveness of the roadway to relieve traffic impacts within the City of Roseville.

5-2

Page 5-47 The report assumes that a number of two-lane roadways within Placer County will be improved. Are all the proposed improvements fully funded? What happens if those facilities are not improved prior to the development of the West Roseville Specific Plan?

5-3

Page 6-28 With the development of the proposed SOI the level of service on Watt Avenue from the Placer County Line to Elverta Road is projected to be LOS F. Level of Service F is unacceptable in Sacramento County. This impact should be identified as a significant impact and a mitigation measure proposed. Funding for the proposed mitigation measure should also be identified.

5-4

General The traffic analysis should include an evaluation of the following segments:
1. Watt Avenue from Elverta Road to Elkhorn Boulevard

5-5

Ms. Kathy Pease
October 22, 2003
Page 2

2. Walerga Road from Elverta Road to Elkhorn Boulevard
3. Elverta Road from 28th Street to Watt Avenue
4. Elverta Road from Watt Avenue to Walerga Road
5. Elverta Road from Walerga Road to Don Julio Road (future connection).

5-5

5-6

If you have any questions or comments, please contact me at (916) 874-6291.

Sincerely,



Jeffrey E. Clark
Senior Civil Engineer

JEC:jec

c. Steve Hong, IFS

■ Response to Comment Letter 5
County of Sacramento, Department of Transportation (October 22, 2003)

Response to Comment 1

This comment contains general information and is not a comment on an environmental issue. Therefore, no further response is required.

Response to Comment 2

Placer Parkway is still in the preliminary planning stages. Approval and timing is uncertain. The Tier 1 analysis has just begun and is expected to take three or four years to complete. Ultimate approval and construction of Placer Parkway may not occur for ten years or more. Therefore, it would not be reasonable to require the environmental review for the proposed project to await the development of something that may or may not happen in the future. The proposed development does not include an internal Placer Parkway alignment because it is acknowledged that until the preliminary environmental analysis is completed on Placer Parkway, all of the potential alignments are subject to change. Nonetheless, the Alternatives Analysis found in Section 5.5.3 (Cumulative Impact Analysis) of the Final EIR does include an analysis of Placer Parkway. Alternative 4 includes a 1000-foot alignment through the northern portion of the WRSP and analyzes the compatibility of the alignment with the proposed project.

Development of the proposed project would not preclude any Placer Parkway alignments although it could increase the cost of the Parkway if an alignment through the project is selected after entitlements are granted. The cost increase could be substantial if the alignment selection occurs after development occurs. Nevertheless, an increase in cost is not considered an environmental impact. Further, the proposed project is not reliant on Placer Parkway as mitigation. Placer Parkway was not included as part of the project because it is more conservative in analyzing traffic impacts to assume that it will not be place. Model runs with Placer Parkway were done as part of the alternatives analysis, and show that traffic would improve.

As part of the alternatives analysis, the Final EIR provided additional information on the compatibility of Placer Parkway should an alignment be built along the northwestern boundary of the project. In addition, as part of the development agreement, the City is requiring that all purchasers of lots or residential units located within the WRSP be notified that there is a "potential for a proposed Placer Parkway within the WRSP Boundaries." In addition, Placer Parkway is discussed in the cumulative impacts section of the Final EIR as part of the traffic analysis.

Response to Comment 3

The Placer County improvements identified in the Final EIR under 2020 No Project conditions are consistent with the County's Capital Improvement Program. The County has a traffic impact fee program to help pay for these CIP roadway improvements. Development in the unincorporated areas (such as the proposed Placer Vineyards project) will also be required to construct improvements to adjacent roadways. Improvements to some key two-lane roadways in Placer County (including Baseline Road, Walerga Road, and Fiddymont Road) are currently being considered under a joint City/County Traffic Mitigation Fee Program. Currently there is no mechanism in place for payment of impact fees from the City of Roseville to Placer County for impacts to County roadways. The City of Roseville and Placer County are developing a regional fee program to fund improvements to County roadways including the widening of Walerga Road, Watt Avenue, and Baseline Road. The project would be subject to this fee. Because the required improvements to Baseline Road, Walerga Road, and Fiddymont Road are the responsibility and jurisdiction of Placer County, roadway impacts were identified in the Final EIR as significant and unavoidable.

Response to Comment 4

The Final EIR identifies that buildout of the Remainder Area would result in significant unavoidable impacts on Sacramento County roadways. The impacts on Watt Avenue between the Placer County line and Elkhorn Boulevard under 2020 plus full SOI Amendment conditions are based on a roadway segment analysis using daily capacities from Sacramento County's Traffic Impact Guidelines. This "planning-level" analysis suggests the need for capacity improvements along Watt Avenue to mitigate impacts under (1) 2020 conditions with full development of the SOI Amendment area; and (2) an assumed roadway network and land use plan in the Remainder Area. The analysis indicates that this portion of Watt Avenue operates at LOS "F" conditions, although the estimated V/C ratio is only marginally worse than the County's LOS "E" standard. A detailed peak hour intersection analysis may indicate that the planned geometries at the key intersections would provide LOS "E" or better conditions. With the development of the WRSP only, this segment would function at LOS "E."

As indicated in the Final EIR, no specific development is being proposed for the Remainder Area at this time. However, to address the impacts on Watt Avenue from the Placer County Line to Elverta Road, as discussed in Impact 4.3-6 (Increased Traffic on Sacramento County Roadways), the following is added to MM 4.3-6:

MM 4.3-6: *Widen Watt Avenue (Impact 4.3-6 – Remainder Area)*

Concurrent with the City's receipt of an application for development of the balance of the SOI (i.e., Remainder Area), the City of Roseville would work

with Sacramento County to conduct a detailed peak hour operations analysis of this section of Watt Avenue focusing on the signalized intersections. The analysis would include specific land use and roadway information proposed within the Remainder Area, and would identify intersection improvements (i.e., additional turn lanes) or traffic operational improvements (i.e., signal interconnect/coordination, ITS, etc.) that could mitigate significant impacts to a less-than-significant level.

Widening of Watt Avenue from the Placer County line to Elverta Road would improve traffic operations on Watt Avenue. While Sacramento County could implement this measure, it could also elect not to implement this measure. If the widening is not constructed, service levels would remain as shown in Table 4.3-26.

As discussed above, if these improvements were constructed, there could be environmental effects on biological and cultural resources, noise, air quality, and water quality. Because the design of such improvements, or even if the responsible jurisdiction would choose to construct the improvements, is not known at this time, exact environmental impacts cannot be determined.

The measures identified from this analysis would be within the responsibility and jurisdiction of Sacramento County. If these measures are not constructed, service levels would remain LOS F.

Response to Comment 5

The analysis of the additional roadway segments is provided in the following table.

**Table 13-4 2020 Average Daily Traffic Volumes and Levels of Service on
Additional Roadway Segments in Sacramento County**

Roadway	Location	Assumed Lanes in 2020 ¹	Without Project		SOI Amendment Area		WRSP	
			ADT	LOS	ADT	LOS	ADT	LOS
Watt Ave	Elverta to Elkhorn Blvd	6	53,300	E	55,500	F ²	53,900	E
Walerga Rd	Elverta to Elkhorn Blvd	4	34,700	E	35,100	E	34,700	E
Elverta Rd	28 th Street to Watt Ave	4	28,100	C	29,000	D	28,200	C
	Watt Ave to Walerga Rd	6	28,700	A	28,800	A	28,800	A
	Walerga Rd to Dan Julio Rd	6	19,600	A	21,100	A	21,600	A

1. Based on 2002 MTP
2. Shading indicates a significant impact.

SOURCE: DKS Associates 2003

Analysis of traffic on the identified segments was included in the Final EIR Impact 4.3-16 (Increased Traffic on Sacramento County Roadways). More detailed evaluation is provided on the table above. As discussed in Response to Comment 5-4, the LOS for Watt Avenue between Elverta and Elkhorn Boulevard would be "F." Impacts to Sacramento County roadways were considered significant and unavoidable in the Final EIR.

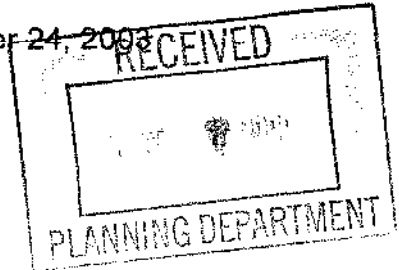
Response to Comment 6

This comment contains general information and is not a comment on an environmental issue. Therefore, no further response is required.

PLACER LAFCO

Placer Local Agency Formation Commission
102 El Dorado Street, Auburn CA 95603
(530) 889-4097 FAX: (530) 886-4671

October 24, 2003



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

Re: West Roseville Specific Plan and Sphere of Influence Amendment
State Clearinghouse No. 2002082057

Dear Ms. Pease:

Thank you for the opportunity to review the Draft Environmental Impact Report for the West Roseville Specific Plan and Sphere of Influence Amendment. This letter constitutes the comments of the Placer Local Agency Formation Commission (Placer LAFCo).

1. Jurisdiction of LAFCo--Page 2-64 (Section 2.5.2)

6-1

This section purports to describe the applicable regulatory actions by the Placer LAFCo. As noted in the DEIR, Placer LAFCo is a responsible agency and will utilize the Final EIR in taking its action. I wish to ensure that the actions of Placer LAFCo are placed in their proper statutory context.

A. The Approval of a Municipal Service Review is Exempt from CEQA:
Government Code section 56430 requires a review of municipal services prior to preparing or updating a sphere of influence. Because this project provides an opportunity to review the status of the City of Roseville's sphere on the entirety of its western boundary, Placer LAFCo believes that it is appropriate to conduct a services review prior to its consideration of this proposal, which could substantially expand the sphere and then annex the West Roseville Specific Plan area into the City. The position of Placer LAFCo is that the expansion of the sphere and the subsequent annexation are subject to CEQA, but the approval of an MSR study is both statutorily exempt as a feasibility or planning study (CEQA Guidelines section 15262) and categorically exempt (CEQA Guidelines section 15306).

6-2

B. LAFCo Will Consider a Change of Organization: The DEIR describes the action of Placer LAFCo to be "Annexation to and reorganization of the City of Roseville to include the WRSP (3,162 acres)". The word "reorganization" is a defined term in the

6-3

Cortese-Knox-Hertzberg Act of 2000 and means two or more changes of organization. See Government Code section 56073. The amendment of a sphere of influence is not a change of organization. Government Code section 56021. The only change of organization to be considered by Placer LAFCo is the annexation of the WRSP territory to the City. Thus, Placer LAFCo will not be considering a "reorganization" of the City. This phrase should read "Annexation to the City of Roseville of the WRSP (3,162 acres)."

6-3

C. Placer LAFCo Has No Authority Over Private Utility Service Providers: The DEIR indicates that one of the actions to be taken by LAFCo is the "Reorganization of public utility service area boundaries". Please note that Placer LAFCo has no statutory authority over private providers of public utility services such as Pacific Gas and Electric. The City of Roseville provides certain public utilities and therefore to the extent territory is annexed to the City, these public utility services will become available within that territory and that fact will play a part in LAFCo's consideration of the project. However, Placer LAFCo is not aware of any proposed change to the boundaries of any public utility service provider over which it has jurisdiction as part of the proposed annexation to the City.

6-4

D. Placer LAFCo Has No Authority Over PCWA Zone 5. The DEIR indicates that one of the actions to be taken by LAFCo involves the detachment of Placer County Water Agency Zone 5. The Placer County Water Agency's boundaries are countywide (Water Code App., Sec. 81-1) and its zones are established by resolution of its board (Water Code App., Sec. 81-15). Placer LAFCo does not have jurisdiction to establish zones within PCWA or adjust their boundaries.

6-5

2. Growth Projections

The DEIR states both that land "designated and zoned for residential development . . . is anticipated to be built out by 2007" (page 4.1-6) and that "current residential land use allocation will be exhausted by the year 2005" (page 4.2-6). See also page 7-10. Please clarify the difference in date. If the date is derived from a study by Muni Financial or other document, please reference the source.

6-6

Placer LAFCo Policies 3.b(1) and 3.c(1) require that a market absorption study be conducted as a prerequisite to expansion of the City's existing sphere or to the annexation of additional territory into the sphere. The DEIR acknowledges that such a study needs to be submitted with the formal proposal (page 7-11). Please note that the study must cover a 15 to 20 year planning horizon.

6-7

3. Analysis of Impacts of Potential LAFCo Actions

Placer LAFCo will have three potential courses of action with respect to the SOI Amendment Area based upon the analysis of its policies: approve the amendment of the sphere to include all of the proposed SOI Amendment Area, approve the amendment of the sphere to include only the part of the proposed SOI Amendment

6-8

Area, or deny the amendment. If it takes either of the first two actions, Placer LAFCo will have two further potential courses of action with respect to the WRSP Area: approve the annexation of the WRSP Area to the City, or deny the annexation. (Annexation of the Remainder Area is not possible at this time and cannot occur without additional action by the City in the future, since the project description does not include any rezoning or other development proposal for that area as required by LAFCo.)

6-8

Expansion of the City's sphere of influence is a prerequisite to annexation of the WRSP Area. The expansion of the sphere by itself does not allow any development to occur. However, the current project proposes the contemporaneous annexation of the WRSP Area, which would allow development in that area to proceed upon final City approval. Thus, Placer LAFCo concurs that it is appropriate for this EIR to analyze as it has the impacts resulting from development that is reasonably foreseeable and identifiable relating to the expansion of the sphere of influence. The DEIR appropriately analyzes the impacts of proposed development within the WRSP Area on a project level and the impacts of hypothetical future development within the Remainder Area on a programmatic level.

6-9

The DEIR states: "For most issue areas, impacts resulting from the entire Sphere of Influence (SOI) Amendment Area would consist of the collective impacts that would occur if the WRSP Area and Remainder Area were developed separately." (Page 4-4.) Placer LAFCo agrees with this general statement. However, given the format of the impact analysis, which shows a distinction between "WRSP" and "Remainder Area" in the impact analysis blocks, Placer LAFCo wishes to confirm the following for its use of this document:

6-10

(1) The impacts and mitigation measures described for "WRSP" include any that have been identified as being related to the expansion of the City's sphere of influence to include the WRSP Area and the annexation of the WRSP Area to the City.

6-11

(2) The impacts and mitigation measures identified for "Remainder Area" include any that have been identified as being related to the expansion of the City's sphere of influence to include the Remainder Area.

6-12

(3) For the issue areas of Transportation and Circulation, Air Quality, and Noise, the impact summary block identifies a separate environmental impact for the SOI Amendment Area because "the impacts resulting from the entire (Sphere of Influence (SOI) Amendment) area would be different than the collective impacts resulting development of the WRSP Area and Remainder Area separately." (Page 4-4.) Thus, for the issue areas of Transportation and Circulation, Air Quality, and Noise: The impacts and mitigation measures identified for "SOI" include any that have been identified as being related to the expansion of the City's sphere of influence to include the WRSP Area and the Remainder Area at this time. The impacts and mitigation measures described for "WRSP" include any that have been identified as related either the to the annexation of the WRSP Area to the City, or to the expansion of the City's

6-13

sphere of influence to include the WRSP Area only and the annexation of the WRSP Area to the City.

6-13

4. Policy Analysis of LAFCo Policies

Placer LAFCo policies are analyzed on pages 7-7 through 7-13. Placer LAFCo neither concurs or disapproves of the statements made therein. Placer LAFCo has no comments on this particular section except to state that the analysis in this DEIR reflects the opinion of the EIR preparer and not Placer LAFCo. Placer LAFCo will conduct its own analysis as part of its independent statutory duties after a formal proposal application has been submitted and accepted as complete in accordance with LAFCo procedures.

6-14

Please note that in addition to consideration of its own policies, Placer LAFCo will take into account the statutory criteria set forth in Government Code section 56425(d) for expansion of the City's sphere of influence and in Government Code section 56668 for annexation of territory to the City.

Please feel free to call if you have any questions.

Sincerely yours,


Scott H. Finley
Executive Officer

shf/
pease.L10-24-03

**Response to Comment Letter 6
Placer Local Agency Formation Commission (October 24, 2003)**

Intro Paragraph

This comment contains general information and is not a comment on an environmental issue. Therefore, no further response is required.

Response to Comment 1

As indicated in Section 1.4 (Lead, Responsible, and Trustee Agencies), the Placer Local Agency Formation Commission (Placer LAFCO) is a responsible agency, and it is anticipated that Placer LAFCO would use this Final EIR to evaluate the environmental effects associated with its approvals, which are outlined in Section 2.5.2 (Local Agency Formation Commission) of the Final EIR.

Response to Comment 2

Comment noted.

Response to Comment 3

In response to this comment, as well as Comments 6-4 and 6-5, the text on page 2-66 of the Final EIR has been changed as follows:

2.5.2 ~~Local Area Agency~~ Formation Commission (LAFCO)

The Placer County Local ~~Area Agency~~ Formation Commission (LAFCO) will consider the following actions prior to implementation of the WRSP and the SOI Amendment. LAFCO will use the EIR in evaluating the impacts of the following actions:

- Approval of Municipal Services Report that analyzes services
- Amendment of the City of Roseville Sphere of Influence to include the entire SOI Amendment Area (5,527 acres)
- Annexation to and reorganization of the City of Roseville to include of the WRSP (3,162 acres)
- Reorganization of public utility service area boundaries
- ~~Placer County Water Agency detachment from Zone 5 and attachment to the City of Roseville service area~~

Response to Comment 4

The commenter is correct in noting that Placer LAFCO has no statutory authority over private providers of public utility services. However, the City of Roseville provides certain public utilities. To the extent territory is annexed to the City through the actions of Placer LAFCO, Placer LAFCO will consider the availability of municipal services (through preparation of the MSR) and public utility service area

boundaries in its decision-making process. The proposed project does not include any reorganization of public utility service area boundaries; therefore, the text provided in Response to Comment 6-3 has been revised as indicated.

Response to Comment 5

The commenter is correct in noting that Placer LAFCO does not have jurisdiction to establish zones or adjust the boundaries of the Placer County Water Agency (PCWA). Instead, those actions are established by resolution of the Board of PCWA. Therefore, the text provided in Response to Comment 6-3 has been revised as indicated.

Response to Comment 6

The commenter is correct in identifying that two years have been provided in the Final EIR to reflect anticipated buildout of the City's current residential land use allocation. To clarify, the City anticipates buildout of its current residential land use allocation between 2005 and 2007. A single year cannot be identified because residential absorption is driven by several factors, including housing supply and demand and economic influences. The referenced text on pages 4.1-7 and 4.2-6 has been revised to reflect the appropriate ranges.

Response to Comment 7

The City will prepare a Market Absorption Study for submittal with its annexation application that will cover a 15 to 20 year planning horizon. This comment is not a comment on an environmental issue.

Response Comment 8

The commenter is correct in describing the procedural options available to Placer LAFCO when considering the annexation application. This comment is not a comment on an environmental issue.

Response to Comment 9

The commenter affirms that the Final EIR appropriately analyzes impacts associated with the WRSP Area on a project level basis and impacts associated with the Remainder Area on a program level basis. No further response is required.

Response to Comment 10

The commenter agrees with the text provided on page 4-4 of the Final EIR, which states, "For most issue areas, impacts resulting from the entire Sphere of Influence (SOI) Amendment Area would consist of the collective impacts that would occur if the WRSP Area and Remainder Area were developed separately."

No further response is required; however, the commenter requests confirmation of other facts, and responses to these comments are provided in Responses to Comments 6-11 through 6-13.

Response to Comment 11

The project-level analysis (including both impacts and mitigation measures) for the WRSP assumes: (1) construction and operation of the WRSP; (2) expansion of the City's Sphere of Influence to include the WRSP Area; and (3) Annexation of the WRSP Area into the City's jurisdiction.

Response to Comment 12

The programmatic-level analysis (including both impacts and mitigation measures) for the Remainder Area assumes (1) construction and operation of the Remainder Area, using the general land use assumptions provided in Section 2 (Project Description) of the Final EIR, and (2) expansion of the City's Sphere of Influence to include the Remainder Area.

Response to Comment 13

As stated on page 4-4 of the Final EIR: "For most issue areas, impacts resulting from the entire SOI Amendment Area would consist of the collective impacts that would occur if the WRSP Area and Remainder Area were developed separately. In the issue areas of Transportation and Circulation, Air Quality, and Noise, an environmental analysis for the SOI Amendment Area is provided because the impacts that would result from development of the entire area would be different than the collective impacts resulting from development of the WRSP Area and Remainder Area separately. A brief discussion of why the SOI Amendment Area impacts are different than the collective impacts of the WRSP Area and Remainder Area is provided in the "Methods of Analysis" portion of Section 4.3 (Transportation and Circulation), Section 4.4 (Air Quality), and Section 4.5 (Noise)." Therefore, the commenter is correct in identifying that impacts and mitigation measures for the SOI Amendment Area (for the issue areas previously identified) considers the WRSP Area and the Remainder Area. Impacts and mitigation measures associated with the WRSP consider construction and operation of the WRSP, expansion of the City's Sphere of Influence to include the WRSP Area (not the Remainder Area); and annexation of the WRSP Area (not the Remainder Area) into the City's jurisdiction.

Response to Comment 14

This comment contains general information and is not a comment on an environmental issue. It merely states that Placer LAFCO will conduct its own policy consistency analysis as part of its independent statutory duties after a formal annexation application has been submitted and accepted as complete in accordance with Placer LAFCO procedures. No further response is required.



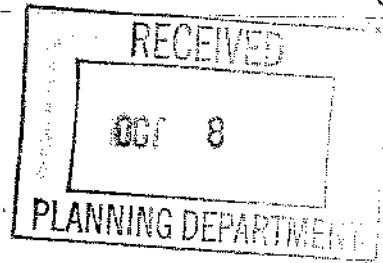
State of California - The Resources Agency

DEPARTMENT OF FISH AND GAME

http://www.dfg.ca.gov

GRAY DAVIS, Governor

Sacramento Valley-Central Sierra Region
1701 Nimbus Road, Suite A
Rancho Cordova, CA 95670
(916) 358-2900



October 24, 2003

Ms. Kathy Pease
Senior Planner
City of Roseville Planning Department
311 Vernon Street
Roseville, CA 95678-2469

Dear Ms. Pease:

The Department of Fish and Game has reviewed the Draft West Roseville Specific Plan (WRSP) and the Draft Environmental Impact Report (DEIR) for the West Roseville Specific Plan and Sphere of Influence Amendment (SCH# 2002082057). The DEIR analyzes the environmental impacts associated with approval of the proposed project, which consists of the addition of 5,527 acres to the Sphere of Influence of the City of Roseville, adoption of the WRSP, including proposed urban development of 3,162 acres within the area, and annexation of the WRSP area into the City of Roseville. In general, the project area lies immediately west of the current boundary of the City of Roseville in Placer County.

7-1

The area covered by the proposed WRSP and Sphere of Influence update includes significant natural resources subject to the Department's trustee obligations for fish and wildlife, and their habitat. The area includes stream and riparian habitats including Pleasant Grove Creek, wetlands including vernal pool grasslands and associated federal listed invertebrates, and both nesting and foraging habitat for the state listed threatened Swainson's hawk (Buteo swainsonii) and the Burrowing owl (Athene cunicularia), which is the current subject of a listing petition under California Endangered Species Act (CESA) (Fish and Game Code, Section 2050 et seq.) that is currently pending before the California Fish and Game Commission. The area in and around the site of the proposed project also provides important resting and foraging habitat for winter migrant bird species.

7-2

In our view, the proposed project, along with other reasonably foreseeable development in the area, place at risk of significant adverse impacts approximately 20-30%, or more, of the remaining vernal pool/grassland habitat in western Placer County. These impacts, in turn, will result in significant impacts to the species identified in the preceding paragraph and other important biological resources subject to the Department's trustee responsibilities under the Fish and Game Code. The prospect for such impacts underscores the City of Roseville's obligations to ensure that all project-specific and related cumulative impacts are mitigated to the extent feasible under the California Environmental Quality Act (CEQA) (Pub. Resources Code, § 21000 et seq.). Likewise, to the extent implementation of the proposed project will result in "take" of species protected under CESA, all impacts of the taking must be minimized and fully

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mitigated. Thus, the degree to which this project and other proposed projects can mitigate project impacts to natural resources while retaining viable vernal pool/grassland, riparian and stream habitats in west Placer County is a significant and fundamental consideration of this project.

7-3

The Department is concerned that the DEIR fails to provide an accurate overview of the significant adverse impacts to biological resources that will result from the proposed project. The DEIR fails to identify various direct and indirect significant impacts to biological resources that will result with approval and implementation of the WRSP as proposed. Likewise, to the extent potentially significant impacts to biological resources are acknowledged, the Department is concerned that the DEIR overestimates the effectiveness of proposed mitigation measures and project changes to reduce those impacts below a level of significance. The proposed project will result in substantially more severe environmental impacts on biological resources than the DEIR discloses. Finally, the Department is particularly concerned that the DEIR fails to address the project-related effects on certain specific biological resources identified in a site analysis prepared by the Applicants' consultants in 2001.

7-4

Under well established scientific principles, project design and subsequent size, shape and proposed human use of retained natural habitats will dictate ecological values and functions of these habitats through time. The WRSP presumes that retained habitats will provide full function and value and contribute to and be a part of a larger regional conservation strategy. The Department disagrees. The proposed project, as designed, fails to provide full value of onsite habitat over time due to the small size of the retained areas, fragmentation of grassland complexes and stream areas, adjacent urban uses, proposed human uses, and the inability, due to small size and proximity to urban landscapes, to actively manage retained sites. Basic tenets of Conservation Biology, as embodied in documents prepared by Placer County as part of Placer Legacy and the Natural Community Conservation Plan/Habitat Conservation Plan (NCCP/HCP), define the need for large, unroaded, interconnected sites void of urban influences to the extent practicable as the foundation of a conservation reserve system. Related analysis and discussion in project documents fail to acknowledge and do not meet these basic scientific standards.

7-5

The Department is particularly concerned about the inadequate analysis of biological resources in project documents in light of our repeated efforts over the last number of months to inform and educate the project applicant and the City itself about these very issues. We have repeatedly advised the City and the applicant of this potential conflict throughout the early consultation process. The DEIR does not provide an accurate overview of the extent to which retained natural habitats in and around the proposed project will fully function as viable, biological habitat, at least as compared to existing conditions. The DEIR, in this respect, understates the significant habitat-related impacts of the proposed project by overstating the biological functions and values of

7-6

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retained habitat. The retained habitat in and around the site of the proposed project will not provide the same biological value as existing conditions and this project-related impact is both adverse and substantially more severe than the DEIR indicates.

7-6

We recommend that the DEIR and WRSP be revised to provide an accurate analysis of the value of retained areas, including the related significant impacts on biological resources. This analysis should take into account the fact that the value of onsite retained habitats to both Swainson's hawk and winter migrants is marginal at best, and that the marginal biological value of these retained habitats as proposed does not fit in with and potentially undermines the prospect for a regional conservation strategy. Sites are small, fragmented and adjacent to urban uses. As more land is lost to urban development, the value of retained sties must be maximized. This will not occur on retained sites within the urban matrix of these proposed projects. Sites will be exposed to human intrusion, domestic and feral animals, indirect impacts of urban uses and, notably, a total inability to allow for the full array of potential management actions, such as grazing and prescribed fire among others that may be required to obtain full ecological value. The historic use of onsite land within the City to mitigate for water quality and listed species issues as well as providing for urban uses would be inconsistent with a regional conservation strategy. All of these issues merit further and more detailed consideration in the DEIR.

7-7

For these reasons, we believe that the WRSP is internally inconsistent with any potential conservation strategy for the Placer County NCCP/HCP.

7-8

New information has been developed that modifies issues as discussed in the DEIR. Placer County conducted a survey of winter bird use of west Placer in 2002-2003. This new information was not considered or incorporated into project documents. We believe this new information identifies the project areas as highly valuable, locally and regionally, for winter migrant bird use, especially raptors, and, as such, project impacts to winter migrant bird species are significant. The DEIR should consider this new information in the formulation of a more comprehensive mitigation strategy for project impacts to grassland associated species including Swainson's hawk. Most importantly, the DEIR has not fully described the status of Swainson's hawk nesting on the project site as described in the report titled "Results of Surveys for Special-Status Species in the Fiddymont/Placer 1600 Project Area Placer County, California" prepared by Miriam Green Associates in July 2000. This document, although cited as a reference source in the DEIR, clearly describes an active Swainson's hawk nest on the project site, although the document provided to the Department by the City did not include a map depicting the precise location. This information, in particular, establishes a need for a redefinition of the existing project conditions, a revised analysis of potential project impacts and proposed mitigation measures to a state listed species as discussed within the DEIR.

7-9

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The Department does not agree as stated in the DEIR that direct, indirect and cumulative impacts on Swainson's hawk and grassland associated wildlife species will be reduced to below a level of significance with identified mitigation measures. A simple analysis of Mitigation Measure 4.7-8 and Table 4.7-4 demonstrates our concern. The measure identifies 2,204.6 acres of foraging habitat impacted by the project. This acreage does not include onsite areas of about 646 acres not directly impacted by project implementation. Indirect impacts to these areas, as a result of human intrusion and habitat fragmentation among other issues, are not addressed in the DEIR. The mitigation measure also calculates, using Department Guidelines, potential hawk mitigation acreage of 1804.6 acres. This figure ignores indirect impacts to retained sites. However, the document also states that the 646 acres of grassland habitat not directly impacted will also provide needed mitigation for the project. This is biologically incorrect, for reasons previously discussed and inconsistent with standard practices for mitigation of project impacts as currently conducted in west Placer County. While the document states that needed foraging habitat equates to roughly 1159 acres, the Department contends this value remains at 1804 acres (and this figure does not consider indirect impacts to retained sites) due to the failure of the onsite lands to fully function through time. The Department, in this respect, agrees that the proposed project will result in impacts to foraging habitat for Swainson's hawk and winter migrant birds totaling 1804 acres, but disagrees that non-developed areas retained onsite provide partial mitigation for these impacts. This conclusion is based on information provided within the DEIR regarding known locations of Swainson's hawk nests. Information within the document prepared by the consultant in 2000 should be used to revise these calculations.

7-10

To clarify, the Department did concur that the Yankee Slough site would be appropriate for 690 acres of offsite mitigation to grassland habitats, but only in the context of this site being part of a much larger mitigation package. That package, not including the 690-acre Yankee Slough lands, must include an additional 1159 acres (new information will dictate a revision of project impacts and thus recalculation of offsite needs) of offsite land appropriate for grassland species in order for the City to conclude that the related impacts are mitigated to below a level of significance under CEQA. We have invited the project Applicants to further discuss the need for additional mitigation for this key State-listed species but have received no response. The applicant was fully aware (via email sent to the applicant's attorney and discussion in at least one of several meeting where this issue was discussed) of the need for additional grassland habitats to fully mitigate impacts prior to release of this DEIR. Additionally, we have repeatedly indicated that Reason Farms could be used for some or all of the remaining mitigation responsibility for the project (as the DEIR suggests), consistent with Department guidelines for Swainson's hawk. It should be noted that rice is not an ideal or compatible land use for Swainson's hawk foraging.

7-11

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At a meeting with the applicant on April 8, 2003, the Department asserted that the applicant's desire to accommodate mitigation for this project impact onsite was unacceptable. Additionally, the use of Reason Farms, as had been stated throughout our discussions with both the applicant and the City, could be appropriate but that rice would not be an acceptable agriculture practice for lands that need to be managed as foraging for Swainson's hawk. Although acreages discussed in this letter are somewhat different than that included within project documents, the premise for the use of onsite land as mitigation for project impacts to grassland habitats remains the same. Retained sites within the project are generally small, fragmented, will be subjected to continued urban influences, cannot be managed as will be required for these types of habitats, and thus are not consistent with reasonable, scientifically based, conservation strategy.

7-12

The Department does not object to the phasing of conservation lands as development occurs. We have repeatedly suggested this option to the applicants.

7-13

We also suggest the following specific changes to project documents:

Specific Plan

7-14

Section 6: Grassland habitat for Swainson's hawk and other winter migrant bird species is not a feature of this section. Values of onsite lands to the diversity of wildlife that currently use both the site and other grasslands in west Placer will be significantly diminished as a result of project implementation.

Page 6-5, paragraph 2: The proposed annexation area is not compatible with a larger scale conservation effort throughout the consultation process. All information developed as part of the Placer County conservation planning effort states that large, unroaded preserves not associated with the urban areas, will form the basis of a larger conservation strategy.

7-15

DEIR

7-16

Page 4-66, the DFG did not approve a 1:1 replacement ratio.

Mm 4.7.5 and 6: The document must include additional language pursuant to the California Endangered Species Act (CESA) due to the proximity of the project site to known Swainson's hawk nests and the proposed two stream crossings of Pleasant Grove Creek and, in light of the listing petition before the Commission, the direct loss of Burrowing owl colonies. The Department recommends that the City require the Applicant to obtain an incidental take permit (ITP) under CESA if the project has the potential to result in "take" of species of plants or animals listed under CESA, either during construction or over the life of the project. ITPs are issued by the Department under CESA to conserve, protect, enhance, and restore State-listed threatened or

7-17

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endangered species and their habitats. Early consultation is encouraged, as significant modification to the proposed project, and mitigation measures may be required in order to obtain a CESA Permit.

7-17

In light of the prospect of take under CESA, the Department underscores that additional CEQA review may be necessary unless all take-related impacts associated with the proposed project are addressed in the DEIR. Additional discussion and information that should be added to the revised DEIR should include a specific mitigation monitoring and reporting program designed for consistency with related requirements under CESA.

7-18

Mm 4.7-8: Impacts to migrant bird and raptor species associated with grassland habitats. While we agree that this mitigation measure could provide mitigation for other species as noted in the DEIR, the continued inclusion of onsite habitats as part of the mitigation lands negate such benefits. As stated previously, the DEIR does not take into account impacts on Swainson's hawk that will result from the diminished biological function of undeveloped areas onsite. Undeveloped areas retained onsite should not be counted as mitigation for project impacts on this species.

7-19

The Department was asked by the applicants to meet on October 14, 2003 and be briefed on the status of the project. At this meeting the applicant provided information concerning the Management Plan that is currently being prepared for retained onsite lands subsequent to project development. The applicant identified about 400 acres within the two larger retained parcels along the west and north of the project site that will be fenced and likely grazed as part of the Management Plan. The efficacy of these lands for mitigation purposes cannot be determined without specifics regarding management capabilities, monitoring, and easement provisions that may be included in the Management Plan. Recent actions by Placer County suggest that the project buffer on the west will likely be adjacent to a future university and thus of dubious long-term integrity as part of a larger conservation plan. Our comments concerning the DEIR and the WRSP remain unchanged until we are provided the opportunity to review such a plan. Additionally, the WRSP must include specific language assuring that land use adjacent to these two potential mitigation sites will similarly be retained and managed, in perpetuity as wildlife habitat.

7-20
7-21

The Department remains willing to further discuss and resolve these issues.

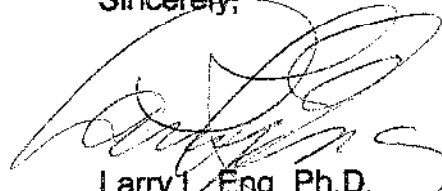
7-22

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Thank you for the opportunity to review this project. If we can be of further assistance, please contact Mr. Jeff Finn at (530) 477-0308 or Ms. Terry Roscoe, Habitat Conservation Planning Supervisor at (916) 358-2883.

↑
7-22

Sincerely,



Larry L. Eng, Ph.D.
Deputy Regional Manager

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Response to Comment Letter 7
California Department of Fish and Game (October 24, 2003)

Response to Comment 1

This comment contains general information and is not a comment on an environmental issue. Therefore, no further response is required.

Response to Comment 2

The comment refers to the CDFG's authority as a trustee agency for fish and wildlife resources in the state, and lists the sensitive biological resources within the project area, which are consistent with the analyses in the Final EIR.

Response to Comment 3

The comment discusses potential impacts to vernal pool and grassland habitat within western Placer County from both project-related and reasonably foreseeable development within the area. Impact 4.7-2 (Final EIR pages 4.7-37 through 4.7-40) and Impact 4.7-6 (Final EIR pages 4.7-47 and 4.7-48) discuss potential project-related impacts to these habitats. Additionally, cumulative impacts, which assess potential project-related and foreseeable development impacts to vernal pool grassland habitats, are discussed on pages 5-65 through 5-67 of the Final EIR.

The commenter states that the proposed project, in addition to other reasonably foreseeable development in the area, will result in impacts to 20 to 30 percent of the remaining vernal pool/grassland habitat in western Placer County. The project will impact 63.89 acres of wetlands (Table 4.7-3 of Final EIR), including 33.91 acres of vernal pools in the WRSP area. The WRSP will impact 2,463 acres of grassland (3,162 acres within the WRSP minus approximately 699 acres of grasslands preserved in open space).

Regional mapping of vernal pools and grassland complexes completed by Jeff Glazner in 2001 utilized aerial photography to delineate areas of vernal pool concentrations resulting in complexes of vernal pools within grasslands. This mapping effort, conducted in coordination with the wildlife agencies, resulted in the mapping of 273 vernal pool/grassland complexes ranging in size from 0.123 acres to 941.84 acres. A total of 20,677 acres of vernal pool/grassland complexes were mapped in western Placer County (Methodology for a Process to Review Interim Projects, Western Placer (NCCP/HCP Phase I), April 5, 2002). When the areas of WRSP vernal pool/grassland impacts are overlain on the vernal pool/grassland complexes mapped by Glazner, the WRSP project results in an impact to approximately 5 percent of the vernal pool/grassland complexes, as mapped in the Glazner maps (2001).

The comment also describes the CDFG's regulatory authority with regard to "take" of state-listed threatened or endangered species under the California Endangered Species Act and its role as a trustee agency. As discussed on page 1-4 of the Final EIR, the EIR is intended to provide information to a number of agencies, including the CDFG, to assist them in environmental review and permitting of the proposed project.

The commenter suggests that, to the degree, the ability of this project and other proposed projects to mitigate project-specific impacts to natural resources while retaining viable vernal pool/grassland, riparian, and stream habitats in west Placer County is a significant and fundamental consideration of the project. Refer to Topical Response F (City/USFWS MOU Compliance and Placer County Coordination) for additional information regarding the project's coordination and consultation with agencies.

Response to Comment 4

The commenter summarizes the CDFG's main points of concern relating to the Final EIR. Specific comments on these points are further discussed in the balance of the letter, and corresponding responses are provided as appropriate. Refer to Topical Response A (Off-Site Mitigation Lands) and Responses to Comments 7-5 and 7-6 for a discussion of the function and viability of on-site grassland habitats. Refer also to Response to Comment 7-8 and Topical Response F (City/USFWS MOU Compliance and Placer County Coordination) for information regarding consultation and coordination with agencies. Refer also to Responses to Comments 7-9 and 7-10 for information regarding bird species and Swainson's hawk habitat preservation and mitigation. Refer also to Response to Comment 7-11 for information regarding the suitability of the Yankee Slough site for off-site Swainson's hawk foraging and adjustments to the amount of acreage needed for off-site mitigation. Refer also to Responses to Comments 7-11 and 7-12 regarding the suitability of the Reason Farms site for Swainson's hawk foraging and mitigation. Refer also to Response to Comment 7-14 regarding the discussion of grasslands in the Specific Plan. Refer also to Response to Comment 7-18 regarding CESA review. Refer also to Response to Comment 7-19 regarding impacts to migrant bird and raptor species and Responses to Comments 7-20 and 7-21 regarding Applicant's coordination with CDFG.

Representatives of CDFG and the City of Roseville met on November 5, 2003, to discuss the resource issues raised in the commenter's letter. The following summarizes the main points of discussion between CDFG and the City of Roseville:

- There was agreement that, with acknowledgement of an additional on-site Swainson's hawk nest located within the site proposed for Fiddymont Park (F-54), foraging habitat mitigation ratios should be adjusted in the Final EIR in accordance with the Department's November 1994 guidelines.

- There was agreement that the City would consider transferring to an appropriate Joint Powers Authority long-term management of the largest western and northwestern preserve areas (parcels F-80 and W-81 in the WRSP).
- An outstanding issue was the amount of “credit” that should be provided for on-site grassland preservation. Depending on management considerations for the largest western and northwestern preserve areas, the Department would consider accepting these areas as on-site mitigation.
- The City agreed to provide the draft on-site preserve Operation and Management Plan to the Department for review and to incorporate feasible and appropriate management recommendations that address special status wildlife species, including Swainson’s hawks and burrowing owls.
- Depending on the specifics of farming practices and other compatible uses, the northern portion (north of Pleasant Grove Creek) of the City’s Pleasant Grove Retention Basin site (also known as Reason Farms) may be suitable as an off-site grassland preservation mitigation area.
- The Department’s concerns regarding grassland mitigation would be substantially lessened if final EIR mitigation for on-site grassland preservation credit were adjusted to reduce credit given for “interior” open space areas and appropriate open space management strategies are included in the preserve Operation and Management Plan.

(Letter from Mark Morse of City of Roseville to Jeff Finn of CDFG, November 6, 2003)

Response to Comment 5

The commenter does not agree that retained habitats within the proposed WRSP project area will provide full function and value and contribute to and be a part of a larger regional conservation strategy.

The Project Applicants have consulted with USFWS, USACE, US Environmental Protection Agency (USEPA), City staff, and CDFG staff during planning of the open space preserve areas to ensure that they would provide maximum biological function and value. Approximately 670 acres of open space are designated for preservation within open space preserve areas in the WRSP Plan Area. The open space preserve areas account for approximately 20 percent of the Plan Area and incorporate grasslands, creek corridors and floodplains, seasonal wetlands, and oak woodlands. Uses within open space preserve areas are limited to activities authorized under Clean Water Action Section 404 permit(s) (West Roseville Specific Plan, September 15, 2003, page 4-18) and would include, but not be limited to, bike paths, utilities, drainage, flood control facilities, drainage facilities, and passive recreation uses. Open space areas are contiguous and continuous within the WRSP Plan Area. In addition, the two largest on-site preserve parcels (W-81 and F-80), the only preserve parcels that receive credit in the Final EIR for on-site Swainson’s hawk foraging habitat preservation, are situated such that they could complement larger landscape preservation efforts being undertaken in the County. Should this occur, the City would consider allowing a Joint Powers Authority to own/maintain these preserve areas in conjunction with the larger landscape preservation effort. The WRSP General Plan Amendment recommends that the County

consider establishing an open space area to enhance and augment the City's western open space. This parcel is contiguous with the Reason Farms property to the north, a 1,500-acre site that will remain mostly undeveloped as a flood control retention basin. Parcels W-81 and F-80 may also benefit from additional preservation areas that could further expand and link these parcels depending on the outcome and processing of future development plans within the proposed Sphere of Influence Area.

In other instances in Roseville, the CDFG has considered smaller areas of grassland habitats located in urban settings to be foraging habitat for state listed threatened species, including Swainson's hawk. For example, in a letter from CDFG to the Roseville Planning Department dated October 11, 2002, the CDFG states that a 36-acre parcel proposed for development containing vernal pool/grassland habitat is considered suitable foraging habitat for Swainson's hawk. This parcel is located in a developing portion of the City, surrounded almost entirely by existing development, including Highway 65. The property is comparably much smaller and more isolated than the WRSP open space network and was not managed for wildlife benefit.

Discussions with the resource agencies have addressed potential indirect impacts to the vernal pool landscape along margins of the open space preserve areas. As a result of discussions with City staff and USFWS, a 300-foot indirect impact buffer was placed around preserve areas and indirect impacts were assessed by the agencies, in an acknowledgement that urban areas directly adjacent to preserves could, over time, adversely affect the perimeter of the open space grasslands. The 300-foot buffer incorporates a 250-foot indirect buffer and a 50-foot buffer of indirect impact designed to accommodate potential amenities along the margins of open space (i.e. bike paths, utilities, drainage outfalls, etc.). Required off-site mitigation includes compensation for these indirect impacts.

As part of the compensation for project-related impacts the applicants propose to include an off-site mitigation component. On November 5, 2003, the CDFG and the City of Roseville met and discussed the amount of Swainson's hawk grassland "credit" that should be provided for on-site grassland preservation. In the calculation of mitigation for the proposed project (revised Table 4.7-4), credit is proposed for 399.7 acres of on-site open space preserves, which represents the two largest open space preserve parcels (F-80, 132 acres on the north boundary of the WRSP and W-81, 267 acres on the western boundary of the project). In response to the CDFG's concern regarding fragmentation of grassland complexes and stream areas, no Swainson's hawk grassland credit is proposed for the remaining 270 acres of grassland preserved on site and internal to the WRSP project.

A portion (690.2 acres) of the off-site mitigation will occur at the Yankee Slough property, located in Placer County and within the Coon Creek watershed adjacent to other large habitat preserves (e.g., the Wildlands Sheridan Property and the Coon Creek Conservancy). These areas are outside of the influence

of urban centers and are of a size to be of significant importance in regional conservation efforts. As described on page 4.7-33, the WRSP conservation strategy includes acquisition of off-site mitigation locations. As shown in Table 4.7-4 and in Topical Response A (Off-Site Mitigation Lands), there is a requirement for acquisition of an additional 878.7 acres of off-site mitigation to be purchased before proceeding with subsequent phases of the project, of which a portion could be purchased at the Reason Farms site (refer to page 4.7-71 of Final EIR) or at other mitigation sites in phases consistent with development phasing and revised Final EIR MM 4.7-9. The project applicants propose to identify 878.8 acres of conservation easement or deed restriction to ensure protection of foraging habitat. The placement of easements on the off-site habitat site(s) will occur in phases, as development of the project occurs.

Response to Comment 6

The commenter restates concerns about the adequacy of the analysis of biological resources. Refer to Response to Comment 7-5.

Section 4.7 (Biological Resources) of the Final EIR evaluates impacts to biological resources in accordance with CEQA, the CEQA Guidelines, and all relevant laws, regulations, and guidelines.

On-site preservation will benefit grassland and riparian woodland species, including the Swainson's hawk. To say that no credit should be given for on-site preserve areas is inconsistent with wildlife use known to occur in existing City open space areas, including proposed open space within the project area. The project proponent consulted with natural resource agencies, City staff, land use planners, and engineers to design a project that minimizes the use of 'engineered' structures when treating urban-influenced storm water, particularly when such structures would affect the open space preserve. Grassy-swales along the margins of the preserve will passively filter discharge into the protected habitat, which results in limited intrusion into the preserve by water quality structures. A fencing plan has been developed to restrict urban pedestrian traffic into the preserve. Informative signage will be installed at strategic locations along the fence. The human use of open space will be limited because bike trails are planned at the outer edge of open space preserve parcels. The only exception is the trail along Pleasant Grove Creek. Because this trail also serves as a sewer line maintenance access road its location, by necessity, follows the existing Pleasant Grove Creek trunk sewer line.

The on-site open space will be managed consistent with the West Roseville Specific Plan Open Space Preserve Operation and Management Plan (November 2003), which is required pursuant to the Section 404 permit. The Operation and Management Plan will ensure that open space functions and values are retained and maintained, to the extent feasible, in perpetuity, and that indirect impacts are minimized. This includes active management of open space grasslands, including grazing where feasible for thatch

control, which should benefit sensitive plant and wildlife species that rely on grasslands and vernal pool habitat. Another component of the Operation and Management Plan will be monitoring of the fence condition and repair or replacement of the fence when required. The City will provide the draft Operation and Management Plan to CDFG for review and will incorporate additional feasible management measures that address state listed species as appropriate.

The Operation and Management plan includes annual monitoring and reporting to regulatory agencies and adaptive management of the listed species habitat (as it pertains to the open space preserve) to ensure that adverse impacts do not occur. If monitoring identifies adverse conditions, the Preserve Steward will coordinate with the City and regulatory agencies to remedy the problem prior to degradation of the protected habitat.

In summary, the biological preserve has been designed using sound biological principles. The biological value of the on-site open space preserve will be retained at the same level as existing conditions by (1) providing approximately 699.3 acres of naturally occurring open space with existing biological value; (2) protection of the open space preserve in perpetuity through a conservation easement; (3) preparation of a long-term funding mechanism to finance operation and management of the preserve in perpetuity; (4) preparation and implementation of an Operation and Management Plan, which includes long-term monitoring; (5) identifying a Preserve Manager and Preserve Steward to oversee the preserve; and (6) implementing a Vegetation Management Plan to manage vegetation within the open space preserves (including grazing of open space areas). In a meeting of City of Roseville and CDFG representatives on November 5, 2003, it was agreed that the City would consider transferring the two largest open space preserve areas (W-81 and F-80 totaling 399 acres) to an appropriate Joint Powers Authority for long term management. For these reasons (as well as reasons listed in Response to Comment 7-5), the on-site preserve should be considered a viable, effective, and feasible component of the overall mitigation strategy.

Separate Operations & Management Plans will be required by resource agencies for the off-site preservation areas.

In addition, on page 4.7-71 of the Final EIR, MM 4.7-8 has been revised as follows in response to CDFG's concerns regarding open space management and to ensure that biological functions and values are maintained to the maximum extent feasible:

MM 4.7-8: Off site and on-site preservation of grassland habitat (Impact 4.7-6 and Impact 4.7-9 – WRSP)

- CDFG recommends that projects that will result in the loss of potential foraging habitat for Swainson's hawk (which includes grasslands and certain agricultural croplands such as alfalfa) within 10 miles of an active nest site provide

mitigation for that loss. To the extent feasible, strategies for preserving on-site grasslands as raptor and migratory bird foraging habitat will be addressed in the O&M Plan prepared pursuant to the Section 404 Permit. Some of these strategies could include, but are not necessarily limited to, grazing for grassland management, monitoring for biological values, and adaptive management. Mitigation for Swainson's hawk foraging habitat would concurrently mitigate for loss of habitat for a number of other wildlife species in the region such as burrowing owl, red-tailed hawk, white-tailed kite, northern harrier, and loggerhead shrike among many others.

As reflected in an October 11, 2002, letter from the CDFG to the City of Roseville, suitable foraging habitat for Swainson's hawk can be provided in relatively small areas of grassland habitat in urban settings (e.g., CDFG's letter addressed a 36-acre parcel). Therefore, the larger areas of open space proposed as part of the project would provide foraging habitat for the Swainson's hawk, for example, and appropriate credit given for these on-site retained areas.

During the course of developing plans for the proposed project, the Applicant and resource agencies engaged in a lengthy consultation process (Biological Opinion, letter from Kenneth Sanchez of USFWS to Tom Cavanaugh of USACE, November 20, 2003, pages 2-4). During the consultation and in the course of preparing the land use plan for the proposed project, the Applicant modified the land use plan in response to input and direction from the resource agencies. For instance, in response to resource agencies' concerns regarding the viability of open space areas internal to the proposed project, the open space preserve area on the west side of the plan (parcel W-81) was expanded to 267 acres (Final EIR, page 4-7).

Another result of consultation between applicant and CDFG was the addition of cattle grazing where appropriate for grassland habitat management to the Operation and Management Plan (page 40). The primary goal of grazing of open space preserves is to maintain species diversity and desired species composition by reducing the accumulation of thatch within wetland and upland areas. Grazing is also beneficial to manage the site for Swainson's hawk foraging habitat.

As stated in the letter written by Tim Vendlinski of the US Environmental Protection Agency, Wetlands Supervisor to Lt. Colonel Mark Connelly, Acting Sacramento District Engineer for the USACE dated November 5, 2003, in response to Public Notice 200200666:

"The project applicants responded to feedback from the involved agencies and made improvements to the development plan of Westpark/Fiddymont Ranch including consolidating an open area preserve on the western boundary, reducing impacts to jurisdictional waters by 2 acres, and increasing open space by 98.7 acres. Also, in response to interagency requests, the applicants provided up-front mitigation by purchasing significant conservation parcels in Placer County."

Response to Comment 7

The commenter restates concern about the adequacy of the analysis of biological resources. Refer to Response to Comment 7-6 for a discussion of the biological value of on-site retained habitat. Refer also to Response to Comment 7-5 and Topical Response F (City/USFWS MOU Compliance and Placer County Coordination)) for a discussion of regional conservation efforts.

With respect to water quality issues, protection of listed species, and preservation of grasslands adjacent to urban uses, the project applicant consulted with natural resource agencies, City staff, land use designers, and engineers to design a project that minimizes the use of 'engineered' structures when treating urban-influenced storm water. Grassy-swales along the margins of the preserves result in limited intrusion by water quality structures into the preserve. A fencing plan has been developed to restrict urban pedestrian traffic into the preserve. In addition, the Operation and Management Plan includes detailed monitoring of the preserved listed species habitat to ensure that adverse impacts do not occur. If monitoring identifies adverse conditions, the Preserve Steward will coordinate with the City and regulatory agencies to remedy the problem prior to degradation of the protected habitat.

Response to Comment 8

Refer to Topical Response F (City/USFWS MOU Compliance and Placer Legacy Coordination) for a discussion of the coordination efforts between the City and the County with respect to the proposed project and the development of a County NCCT/HCP.

Response to Comment 9

The report prepared by Jones and Stokes (May 2003) describes and delineates Important (Bird) Concentration Areas (ICA's) for western Placer County. The results of this report are based on bird surveys by local experts, data compiled from Christmas Bird Counts, literature review, interviews, and questionnaires. The authors of the report acknowledge that the delineation of the ICA's is "a snapshot of what is in fact a highly variable system." While the project is situated within a region that is a highly dynamic system, and winter and migrant bird-use have been observed, mitigation measures proposed are adequate to mitigate for the loss of habitat within the project area. The preservation and enhancement of grassland and riparian woodlands on site, as well as grassland/croplands and riparian woodland off site, provide for ample foraging habitat for a variety of diurnal and nocturnal birds of prey, songbirds, neo-tropical migrants, waterfowl, waders, and many others.

The commenter refers to a survey of winter bird use of west Placer in 2002-2003, which may also be the 2002 Lincoln Christmas Bird Count, a bird count conducted by local birdwatchers on December 27, 2002. The Christmas Bird Count includes a listing of a variety of bird species. The information presented by the

commenter, whether the Jones & Stokes study or the Christmas Bird Count, does not result in a new environmental impact, a substantial increase in the severity of a previously identified environmental impact, or a feasible project alternative or mitigation measures that would clearly lessen the environmental impacts of the project, but which the project's proponents decline to adopt because existing mitigation measures address any potential impacts to these bird species.

Following the release of the Draft EIR, there was acknowledgement of an additional on-site Swainson's hawk nest located on proposed parcel F-54 within the WRSP. The nest site had been identified in a previous technical study (Results of Surveys for Special Status Species in the Fiddymont/Placer 1600 Project Area, Miriam Green Associates, July 18, 2000, page 12) that was referenced on page 4.7-1 of the Final EIR, but the nest had not been specifically described in the Final EIR. The Miriam Green Associates study identified one active nest on the Fiddymont property, in oak woodland along Pleasant Grove Creek. The location of the nest site is identified on revised Figure 4.7-3. Consequently, the foraging habitat mitigation ratios were adjusted in Table 4.7-4 in accordance with the CDFG November 1994 guidelines. Revised Table 4.7-4 reflects an increase in the amount of foraging acreage potentially impacted by development and an increase in the amount of mitigation required.

Response to Comment 10

The commenter indicates that additional habitat would be impacted by the proposed project due to the identification of the Swainson's hawk nest within the WRSP property, and that additional mitigation lands would be required to mitigate for additional impacts.

Following the release of the Draft EIR, there was acknowledgement of an additional on-site Swainson's hawk nest located on proposed parcel F-54 within the WRSP. The nest site had been identified in a previous technical study (Results of Surveys for Special Status Species in the Fiddymont/Placer 1600 Project Area, Miriam Green Associates, July 18, 2000, page 12) that was referenced on page 4.7-1 of the Final EIR, but the nest had not been specifically described in the Final EIR. The Miriam Green Associates study identified one active nest on the Fiddymont property, in oak woodland along Pleasant Grove Creek. The location of the nest site is identified on revised Figure 4.7-3. Consequently, the foraging habitat mitigation ratios were adjusted in Table 4.7-4 in accordance with the CDFG November 1994 guidelines. Revised Table 4.7-4 reflects an increase in the amount of foraging acreage potentially impacted by development and an increase in the amount of mitigation required. Revised Table 4.7-4 states that 1,968 acres of habitat mitigation are required, of which 399.7 acres will be provided on site, 690.2 acres will be acquired at Yankee Slough, and 878.7 acres will be acquired through a conservation easement at an off-site location during later phases of the project consistent with revised Final EIR MM 4.7-9.

As stated in Response to Comment 7-6, on-site preservation will, in fact, benefit grassland and riparian woodland species, including the Swainson's hawk. In addition, the Project Applicants consulted with natural resource agencies, City staff, land use designers, and engineers to design a project that minimizes the use of 'engineered' structures when treating urban-influenced storm water, particularly when such structures would affect the open space preserve. The design and use of grassy-swales along the margins of the preserve will passively filter runoff prior to discharge into the protected habitat and will limit intrusion into the preserve by water quality structures. A fencing plan has been developed to restrict urban pedestrian traffic into the preserve. Informative signage will be installed at strategic locations along the fence. Human use of open space will also be limited because bike trails are primarily located at the outer edge of open space parcels. The only exception is the trail along Pleasant Grove Creek. Because this trail also serves as a sewer line maintenance access road its location, by necessity, follows the existing Pleasant Grove Creek trunk sewer line.

The open space will be managed consistent with the West Roseville Specific Plan Open Space Preserve Operation and Management Plan, which is required pursuant to the Section 404 permit. The Operation and Management Plan will ensure that open space functions and values are retained and maintained, to the extent feasible, in perpetuity, and that indirect impacts are minimized. This includes active management of open space grasslands, including grazing where feasible for thatch control, which should benefit sensitive plant and wildlife species that rely on grasslands and vernal pool habitat. Another component of the Operation and Management Plan will be monitoring of the fence condition and repair or replacement of the fence when required. The City will provide the draft Operation and Management Plan to CDFG for review and will incorporate additional feasible management measures that address state listed species as appropriate.

The Operation and Management plan also includes annual monitoring and reporting to regulatory agencies and adaptive management of the listed species habitat (as it pertains to the open space preserve) to ensure that adverse impacts do not occur. If monitoring identifies adverse conditions, the Preserve Steward will coordinate with the City and regulatory agencies to remedy the problem prior to degradation of the protected habitat.

Refer to Responses to Comments 7-4 and 7-5 for additional information regarding the proposed mitigation strategy.

Response to Comment 11

The commenter states that the CDFG did not concur that the Yankee Slough site would be appropriate for 690 acres of off-site mitigation unless it was part of a much larger mitigation package that includes mitigation for grassland impacts. Refer to Topical Response A (Off-Site Mitigation Lands) and revised

MM 4.7-9, as well as Responses to Comments 7-9 and 7-10 for a discussion of the revisions to the off-site mitigation requirements (revised Table 4.7-4). Refer also to Response to Comment 7-4 for a description of the City and CDFG discussions regarding habitat and mitigation strategies, and Response to Comment 7-5 for a discussion of viability and size of open space areas and corresponding mitigation credits. The Yankee Slough site is one component of a larger mitigation approach. Since receipt of the commenter's letter, the City and applicant have exchanged information with the CDFG regarding acreage requirements for off-site mitigation.

The commenter states that Reason Farms could be used for some or all of the remaining mitigation for the project (as the Final EIR suggests), consistent with the Department guidelines for Swainson's hawk, and that active rice is not an ideal or compatible land use for Swainson's hawk foraging. Consistent with revised Table 4.7-4, the applicant will be required to acquire an additional 878.7 acres of off-site conservation easements in addition to the Yankee Slough site in accordance with the performance standards identified in MM 4.7-9. The Reason Farms property could fulfill all or a portion of this obligation. Historically, the Reason Farms property has been used for rice farming. MM 4.11-2 (Final EIR page 4.11-46) requires that a portion of the Reason Farms site be fallowed to increase the availability of groundwater supplies. As noted by the commenter, active rice fields are not ideal year-round habitat for the Swainson's hawk. If fallowed, rice fields at Reason Farms would provide grassland foraging habitat similar to existing conditions at the WRSP site, especially if they were grazed to reduce thatch, thereby allowing prey to become more visible to raptors.

Response to Comment 12

The commenter restates concerns regarding the suitability of Reason Farms for Swainson's hawk habitat if it remains in rice production. Refer to Response to Comment 7-11 regarding the suitability of Reason Farms for Swainson's hawk habitat. In addition, during an October 14, 2003, meeting where ECORP staff presented the contents of the draft Operation and Management Plan to the CDFG (which was subsequent to the April 8, 2003, meeting referenced by the commenter), CDFG staff acknowledged that the on-site open space preserve could provide partial mitigation, as the commenter does in comments on 7-11 and 7-12.

The commenter also restates concerns regarding retained open space sites within the WRSP. Refer to Response to Comment 7-5 for additional information regarding the viability of retained open space areas within WRSP as biological habitat.

Response to Comment 13

The commenter agrees to the phasing of conservation lands as development occurs. Comment noted.

Response to Comment 14

The commenter suggests that the West Roseville Specific Plan (Draft, September 15, 2003) be revised to include a discussion of grassland habitat. Revisions to the West Roseville Specific Plan are underway that will include a section that addresses "Grassland Habitat" section to recognize the value of on-site lands to the diversity of wildlife that currently use both the site and other grasslands in west Placer County. The new grassland habitat discussion will be included in the Resource Management Section (Section 6) of the document.

Response to Comment 15

The commenter states that the proposed annexation is not compatible with a larger scale conservation effort because proposed preserves in the plan area are not large, unroaded preserves. The City agrees with the concept that large off site unroaded preserves (not associated with urban areas) should form the basis of a larger conservation strategy. To this end, the project contributes to this concept by providing two large, unroaded open space preserve sites totaling 399 acres: parcel W-81, which is 267 acres on the west side of the plan area, and parcel F-80, a 132-acre open space preserve on the north side of the plan area. In addition, the off-site mitigation site at Yankee Slough is a large, unroaded expanse of open space. The City also believes that properly managed on-site preservation provides a complementary regional benefit that should receive credit as a component of the project's overall mitigation plan. This approach is consistent with the County's (Placer Legacy) draft Conservation Strategy Overview (Placer County Natural Communities Conservation Plan Habitat Conservation Plan, draft, September 8, 2003) that, on page 12 in referring to development opportunity areas depicted on the Alternatives Maps, states: "Some places within this area may be more suitable for conservation and may be incorporated in on-site mitigation or impact avoidance."

Response to Comment 16

While the commenter correctly indicates that a 1:1 replacement ratio was not approved by the CDFG, to date, mitigation for the loss of waters of the United States (including vernal pools, vernal swales, wet swales, seasonal wetlands, and emergent marsh) has been approved by the USFWS at a ratio of greater than 1:1 (impact to replacement ratio) through the Section 7 Consultation process, which was required as part the 404 permit process. In fact, a Final Biological Opinion was issued by the USFWS on November 20, 2003, which specifically outlines the applicant's mitigation requirements with respect to habitat resources. Refer to Response to Comments 7-4, 7-5, 7-9, and 7-10 for a discussion of additional mitigation as further discussed with CDFG since the date of the CDFG letter.

Response to Comment 17

The commenter states that the document must contain additional discussion pursuant to the California Endangered Species Act (CESA) due to the proximity of the project site to known Swainson's hawk nests, the proposed stream crossings of Pleasant Grove Creek, and, in light of the listing petition before the Commission for burrowing owl and that the project should be required to obtain an incidental take permit (ITP). The project proposes only habitat modification, which is not considered a take under CESA and thus no ITP is required. Instead, Section 86 of Fish and Game Code of California defines take as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill."

Response to Comment 18

As required by Section 15097 of the CEQA Guidelines, if the project is approved, a Mitigation Monitoring Program (MMP) will be prepared and adopted by the City to ensure that the mitigation measures identified in the Final EIR are implemented, including those that pertain to biological resources.

Response to Comment 19

The commenter states that on-site preserves should not be counted as mitigation lands for migrant birds and raptor species. Refer to Responses to Comments 7-5, 7-6, 7-7, 7-10, and Topical Response A (Off-Site Mitigation Lands) for a discussion of the use and value of the proposed on-site open space preserve to mitigate impacts to biological resources.

Response to Comment 20

The commenter restates concerns regarding the efficacy of on-site open space preserves. Refer to Topical Response E (WRSP Open Space Management Plan) for a discussion of the manner in which open space will be preserved and maintained in perpetuity. Refer also to Responses to Comments 7-5, 7-6, 7-7, and 7-10 for a discussion of other components of the West Roseville Specific Plan Open Space Preserve Operation and Management Plan.

The commenter refers to previous discussions between CDFG and applicant regarding 399 acres within the two larger retained parcels along the north and west edges of the WRSP project that will be fenced and grazed as part of the Operation and Management Plan. Topical Response E (WRSP Open Space Management Plan) summarizes the Operation and Management Plan, including grazing practices.

Response to Comment 21

The commenter suggests that land uses adjacent to the two large retained open spaces be similarly retained and managed, in perpetuity as wildlife habitat. The WRSP land use plan (West Roseville Specific Plan, September 15, 2003 and Figure 2-3 on page 2-11 of Final EIR) identifies the location of the open

space preserves, including the two large retained sites, parcels F-80 and W-81. Parcel F-80 is located on the north side of the WRSP; single-family residential land uses and Hayden Parkway abut F-80 on the south and east. Undeveloped, agricultural lands in unincorporated Placer County will surround parcel F-80 on the north and west. Parcel W-81 is located on the westernmost boundary of the WRSP plan. Single family residential land uses will border parcel W-81 on the east. Undeveloped, agricultural lands in unincorporated Placer County will surround parcel W-81 on the north, south, and west. No additional land beyond the open space preserves, as designated on the WRSP land use plan, will be retained and managed as open space. Refer also to Topical Response A (Off-Site Mitigation Lands) for a discussion of open space areas that would be retained and managed in perpetuity as wildlife habitat.

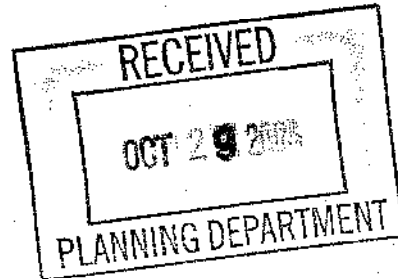
Response to Comment 22

This comment contains general information and is not a comment on an environmental issue. Therefore, no further response is required.

DEPARTMENT OF CALIFORNIA HIGHWAY PATROL



California Highway Patrol
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(800) 735-2929 (TT/TDD)
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October 27, 2003

File No.: 220.10284.8837.SCH#2002082057

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

Dear Ms. Pease:

Recently, the California Highway Patrol (CHP) Auburn Area had the opportunity to review the Environmental Impact Report (EIR) for the West Roseville Specific Plan and Sphere of Influence Amendment SCH# 2002082057. We believe the growth discussed will impact the mission of the CHP of providing safety and service of the public as they use the highway transportation system within Placer County. The project as outlined in the EIR, will substantially increase traffic volume and impact the State highways and roadways within the western portion of the Placer County, primarily Interstate 80 (I-80), State Route 65 (SR 65) and Baseline Road.

8-1

The effect this project will have over the Auburn CHP Area could be significant in the sheer magnitude of residents it will attract. The proposed West Roseville Specific Plan encompasses approximately 3162 acres, a considerable portion of which is currently in the unincorporated area of Placer County. The plan calls for 8,430 residential units with a projected population increase of 21,000 new residents. This development alone will increase the population of western Placer County by approximately 10%. Additionally, there are plans for a Village Center, commercial and light industrial development, one high school, one middle school and four elementary school sites and a regional sports center which will further add to the daily trips count for this area. The network of planned and existing roads will channel traffic in a northeast direction toward SR 65 and ultimately I-80. The additional trips that approximately 21,000 new residents will generate will further strain SR 65, I-80, and Baseline Road.

8-2

8-3



Ms. Kathy Pease
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October 27, 2003

The EIR discusses the impact this development will have on the Placer County Sheriff's Department in the unincorporated area regarding crime; however it does not mention the impact that will arise in the area of traffic law enforcement, which is the jurisdiction and responsibility of the CHP. Crime will increase as population grows, that is a given, and we do not intend to detract from the excellent service the Placer County Sheriff's Department does provide. We would however like to point out the more immediate impact is going to be encountered in the matter of traffic law enforcement and traffic related services. It is our understanding that once completed, this development will require twenty one additional officers be added to the Roseville Police Department, an approximate 20% increase over their current staffing. Given the current budget crisis the State of California is experiencing, there are no immediate plans to augment the workforce in the Auburn Area CHP Office. This is an area that should be discussed as this development will have a major impact on traffic and as a result, all the residents in western Placer County, not just Roseville.

8-4

8-5

State Route 65, which is located on the north edge of Roseville, has already experienced a major increase in usage due to the Galleria Mall opening, the growth from the cities of Lincoln, Roseville, and Rocklin. The opening of the Thunder Valley Casino in June 2003 has further impacted traffic along this major route and I-80.

8-6

Interstate 80, which bisects the City of Roseville, is currently operating at near maximum capacity. During certain times of the day, Interstate 80 is beyond capacity resulting in gridlock or near gridlock as traffic flows at a seriously reduced speed in both directions. This gridlock and congestion increases the potential for additional collisions. Any significant increase in growth will further affect this major Interstate.

8-7

Additionally the projected growth will also strain the capacity of Baseline Road as many of the residents will utilize Baseline Road to access SR 99 to I-5 and I-80 or downtown Sacramento. The current two lane configuration of Baseline is inadequate to handle the additional traffic safely.

8-8

The anticipated completion date for this project is the year 2019/2020, however if the continued trend of rapid growth in Placer County continues, culmination could be several years earlier. Using Stanford Ranch in Rocklin as an example; Stanford Ranch was scheduled for completion in 2008 yet in 2003 all building permits have been issued, five years ahead of projection. The dilemma that could be encountered is the surrounding major roadways such as S.R. 65, I-80 and Baseline Road will be completely unable to handle the growth. Roseville has become proficient at developing arterial street systems and having them in place before the major building occurs as is evident in the development of northeastern Roseville. To the City of Roseville's credit, Eureka Road, Roseville Parkway and Secret Ravine Boulevard were in place long before the area they serve developed. Unfortunately the State of California has responsibilities to the entire state and

8-9

8-10

Ms. Kathy Pease

Page 3

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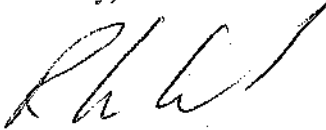
for a variety of reasons has been unable to increase the freeway system within Placer County to support the growth. With the current fiscal crisis the State is facing, major new construction in this area should not be anticipated in the foreseeable future.

8-10

We thank you for allowing our comments regarding the Environmental Impact Report. Through cooperative partnerships with local, county and State entities the CHP will continue to monitor the growth of the City of Roseville and the surrounding cities for its impact on the CHP's mission.

8-11

Sincerely,



RICK WARD, Captain
Commander
Auburn Area

cc: Assistant Chief Carolyn Carlson, Valley Division
Special Projects Section

**Response to Comment Letter 8
California Highway Patrol (October 27, 2003)**

Response to Comment 1

Impact 4.3-2 (Increased Traffic on State Highways), which is analyzed on pages 4.3-62 through 4.3-65 of the Final EIR, analyzes the potential project-related traffic impacts to state highways, specifically I-80 and SR-65. The Final EIR determined that the poor level of service anticipated on both I-80 and SR-65 under 2020 conditions would exist with or without the proposed project. While the proposed project would not cause any highway segment to degrade to LOS F, it would add traffic to segments already operating at LOS F, resulting in a significant and unavoidable impact. Highway operations could be improved by the addition of HOV, auxiliary and/or mixed-flow lanes on I-80 and SR-65, ramp metering, and regional Transportation System Management or Traffic Demand Management elements. Such measures or improvements to improve traffic flow on the highway system should be resolved on a regional level, through cooperative efforts involving SACOG, the Placer County Transportation Planning Agency (PCTPA), and Caltrans. The City of Roseville alone cannot impose mitigation measures to address these regional traffic issues on State highways. At present, no fee program exists to address these regional impacts.

Response to Comment 2

As discussed in Impact 4.2-4, on pages 4.2-20 and 4.2-21 of the Final EIR, the WRSP Final EIR fully analyzes the potential impacts from population increases resulting from the proposed project. This analysis concludes that these impacts would be significant, and no mitigation is feasible. Traffic impacts associated with this increase in population were assessed in Section 4.3 of the Final EIR.

Response to Comment 3

Section 4.3 (Transportation and Circulation) discussed project-related related impacts on the existing and planned roadway system. Impact 4.3-2, on pages 4.3-62 through 4.3-65 of the Final EIR, specifically analyzed the potential project-related impacts to state highways, including I-80 and SR-65. The commenter also provides general background data regarding the proposed project, which requires no additional response.

Response to Comment 4

Section 4.10.2 (Public Services, Law Enforcement) of the Final EIR provides a thorough analysis of impacts related to police protection services. Further, it is anticipated that the expansion of the Roseville Police Department will address a significant portion of the increased traffic law enforcement duties

within the City boundaries. There are no data presented to suggest that the increased traffic on State highways will significantly alter the CHP's traffic enforcement duties.

Response to Comment 5

The commenter correctly identifies that additional officers would be required as a result of the proposed project to provide adequate police protection services. The Final EIR specifically identifies mitigation measures that would ensure an increase in the number of police officers, as well as the expansion of the voice and data radio communication systems.

CHP staffing decisions and requirements are outside of the jurisdiction of the City of Roseville; however, the City acknowledges that any issues related to the provision of adequate highway patrol services should be resolved on a regional level, through cooperative effort involving SACOG, the Placer County Transportation Planning Agency (PCTPA), and Caltrans. The City would be a cooperating agency as represented by SACOG. There are no data presented to suggest that the increased traffic on State highways will significantly alter the CHP's traffic enforcement duties.

Response to Comment 6

The commenter correctly notes that SR-65 has experienced increased traffic as a result of development in the region. The analysis includes traffic generated from the Thunder Valley Casino. Impact 4.3-2 (Increased Traffic on State Highways) on pages 4.3-62 through 4.3-65 of the Final EIR, analyzes project-related impacts on SR-65 and concludes that the poor level of service on SR-65 under 2020 conditions would exist with or without the proposed project. While the proposed project would not cause any highway segment along SR-65 to degrade to LOS F, it would add traffic to segments already operating at LOS F, resulting in a significant and unavoidable impact. Highway operations could be improved by the addition of HOV, auxiliary and/or mixed-flow lanes on I-80 and SR-65, ramp metering, and regional Transportation System Management or Traffic Demand Management elements. Such measures or improvements to improve traffic flow on the highway system would need to be planned on a regional level, through cooperative effort involving SACOG, the Placer County Transportation Planning Agency (PCTPA), and Caltrans. No mechanism currently exists to impose fees on a project to address these regional impacts. Refer to Response to Comment 8-1 for an additional discussion of traffic flow.

Response to Comment 7

Impact 4.3-2 (Increased Traffic on State Highways) analyzes project-related impacts on I-80 and concludes that the poor level of service on I-80 under 2020 conditions would exist with or without the proposed project. While the proposed project would not cause any highway segment along I-80 to degrade to LOS F, it would add traffic to segments already operating at LOS F, resulting in a significant

and unavoidable impact. Highway operations could be improved by the addition of HOV, auxiliary and/or mixed-flow lanes on I-80 and SR-65, ramp metering, and regional Transportation System Management or Traffic Demand Management elements. Such measures or improvements to improve traffic flow on the highway system should be resolved on a regional level, through cooperative effort involving SACOG, the Placer County Transportation Planning Agency (PCTPA), and Caltrans. No mechanism currently exists to impose fees on a project to address these regional impacts. Refer to Response to Comment 8-1 for an additional discussion of traffic flow.

Response to Comment 8

The commenter is correct in stating that Baseline Road will become a more attractive route to commuters as congestion on other regional roadways increases. Placer County's Capital Improvement Program includes the widening of Baseline Road to six lanes from Fiddlyment Road to Watt Avenue and to four lanes from Watt Avenue to the Sutter County line. With these planned improvements, impacts to Baseline Road within Placer County would be less than significant. In addition, the City and Placer County are currently developing a Traffic Impact Fee program to expedite improvements to Baseline Road within Placer County and Roseville. At the time of the NOP for the project, Sutter County had identified planned improvements to Baseline Road to widen the portion within Sutter County to six lanes. This widening is also included within the Metropolitan Transportation Plan as a Tier 1 Improvement. With these planned improvements, the impacts to Baseline Road within Sutter County would be less than significant.

Response to Comment 9

As noted on page 4.3-64 of the Final EIR, traffic volumes along I-80 and SR-65 are projected to increase by approximately 1.4 percent under 2020 conditions. Because the project will add traffic to portions of the State Highway System that are forecast to function at LOS F with or without the project, this impact was identified as significant and unavoidable impacts in the Final EIR. The Final EIR identified the need for regional cooperation in dealing with increased traffic volumes on the State Highway System and the City is open to discussions regarding a regional strategy and fee program for improvements to the State Highway System. However, because the required improvements to regional roadways are the responsibility and jurisdiction of the State, roadway impacts were identified as significant and unavoidable.

Response to Comment 10

The commenter indicates that the City has appropriately phased development and street improvements. The commenter also acknowledges that needed improvements to the freeway system in Placer County

have not been possible due to limitations in the State budget. The commenter also states that the major new freeway construction in the area should not be anticipated. This comment is acknowledged, and the opinion of the commenter will be provided to the decision-makers for review and consideration when deciding whether to approve or deny the proposed project.

Response to Comment 11

This comment contains general information and is not a comment on an environmental issue. Therefore, no further response is required.

DEPARTMENT OF TRANSPORTATION

DISTRICT 3, SACRAMENTO AREA OFFICE

Venture Oaks -MS 15

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*Flex your power!
Be energy efficient!*

October 29, 2003

03PLA0068

SCH# 2002082057

West Roseville Specific Plan

Draft Environmental Impact Report

03PLA065 PM 8.146

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

Dear Ms. Pease:

Thank you for the opportunity to review and comment on the West Roseville Specific Plan (WRSP) and Sphere of Influence (SOI) Amendment. Our comments are as follows:

9-1

- **Page 4.3-28, Regulatory Setting** states, "there are no known federal or State standards that would directly affect the transportation and circulation aspects of the SOI Amendment Area." This is inaccurate. The July 2001 California Department of Transportation (Department) SR 65 Transportation Concept Report (TCR) indicates the Department's 20-year concept Level Of Service (LOS) (improved) standard as LOS E for both segment 1 (I-80 to Blue Oaks Interchange) and segment 2 (Blue Oaks Interchange to Industrial Avenue). Similarly, the January 2001 Interstate 80 TCR indicates the Department's 20-year concept LOS (improved) standard as LOS E for segment 4 (Sacramento/Placer County Line to Sierra College Boulevard). The draft SR 99 TCR indicates the Department's 20-year concept LOS (improved) standard as LOS E for segment 5 (Sutter County Line to SR 70/99 Wye).

9-2

- **Page 4.3-62, Impact 4.3-2; Increased Traffic on State Highways** indicates that the SOI, WRSP, and Remainder Area all have "significant" impacts. There are no mitigation measures available, so the impacts are deemed "significant and unavoidable." Table 4.3-15 estimates that SR 65 from Blue Oaks Boulevard to Sunset Boulevard will be LOS F within the SOI amendment area, and I-80 from Eureka Road to SR 65 will be LOS F2 within the SOI amendment area. These impacts are not "unavoidable", as the Department (responsible agency for the State Highways) already has plans in place for these specific state highways including specific improvements, as follows:

9-3

- The SR 65 TCR includes the following improvements within the SOI:

- Segment 1 upgrade route from 4-lane expressway to 6-lane freeway within concept period
 - Segment 1 reconstruct the SR 65 / I-80 interchange
 - Segment 1 promote implementation of Transportation Demand Management and public transit options
 - Segment 2 revise interchange at Blue Oaks/ Woodland Avenues
- The SR 99 TCR includes the following improvements within the SOI:
- Segment 5 upgrade route from 4-lane expressway to 6-lane freeway within concept period
 - Segment 5 improve interchanges at Riego Road, Sankey Road and the proposed Placer Parkway
- The I-80 TCR includes the following improvements within the SOI:
- Segment 4 add HOV from Sacramento/Placer County line to the I-80/SR 65 Junction
 - Segment 4 develop new or expand existing high capacity arterials parallel to I-80
 - Segment 4 add auxiliary lanes from Riverside to SR 65
 - Segment 4 support plans for expansion of TDM strategies such as trip-reduction program and ridesharing
 - Segment 4 implement Traffic Operations System (TOS) strategies such as ramp metering, closed circuit television camera, and changeable message sign

9 - 3

Briefing sheets with pertinent data from the SR 65 TCR, draft 99 TCR and Interstate 80 TCR are enclosed, along with additional information regarding TCRs.

- The following conclusion regarding significant impacts to state highways is inaccurate:

“No City or regional mechanism is in place to mitigate impacts to Interstate 80, SR 65, or SR 70/99. Therefore, this impact would be significant and unavoidable!” (Source: *Appendix Q Supplemental Existing Plus Project Traffic Analysis*, p.8)

The City is mandated under CEQA (Guidelines 15021) to “not approve a project as proposed if there are feasible alternatives or mitigation measures available that would substantially lessen any significant effects that the project would have on the environment”. CEQA does not make allowance for any unique “regional” circumstances. In this case, feasible mitigation measures (CEQA Guidelines 15364) are available and acknowledged in the draft EIR, and for which the Department, as the responsible agency for these resources, concur as to their appropriateness, as follows:

9 - 4

“These highway segments could be improved by the addition of HOV, auxiliary and/or mixed-flow lanes on I-80 through Roseville, ramp metering, (throughout the I-80 and SR 65 corridors) and regional TSM/TDM elements.” (Source: *Appendix Q Supplemental Existing Plus Project Traffic Analysis*, p.8)

The Department has already taken the first steps in developing the mitigation measures through various completed plans, including the TCR for each route mentioned above. Furthermore, the Department has the authority and procedural mechanisms in place to allow other agencies to develop mitigation projects on the State Highway System and/or directly accept funds, including fair-share funding, for the future construction of these mitigation measures. At a minimum, fair share funding toward the aforementioned improvements should be provided. The Department is able to assist the City in determining the appropriate fair share contribution level. Although such a fee program could be included as part of a regional fee program, it should not be dependent on such a regional program for the reasons cited above regarding the City's CEQA responsibilities.

9-4

- The traffic study discusses the jobs-housing balance, including the difficulties of accurately predicting how changes in the jobs-housing balance directly impacts modeling outcomes. Please provide a summary of the key assumptions used regarding changes to conventional modeling for the West Roseville Specific Plan and SOI traffic analysis based on the referenced policies of the City promoting a higher jobs-housing balance.

9-5

- Most of the recommended mitigation measures rely on the assumption that regional improvements will be in place by the time the SOI and WRSP are fully built (year 2020). If any postponements were to occur on any of the proposed improvement projects, significant impacts on surface streets and the state highway may occur. Does the Plan or DEIR consider this possibility?

9-6

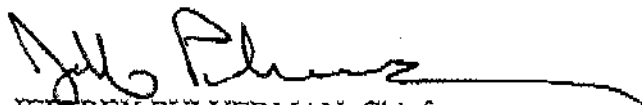
- The West Roseville Specific Plan is located within the Placer Parkway study area. The Placer Parkway is planned as an east-west four-lane expressway that links State Route (SR) 65 in Placer County and SR 70/SR 99 in Sutter County. It is important to ensure the West Roseville Specific Plan incorporates the traffic effects of the alignment alternatives to accurately assess future impacts. Currently, the Placer County Transportation Planning Agency is preparing a Tier 1 environmental document to allow for the right-of-way purchase of key segments along the future Placer Parkway alignment. The exact alignment of the Placer Parkway has not been decided and the Tier 1 environmental study is designed to determine the preferred corridor for the facility.

9-7

Please provide Caltrans with a copy of any further actions regarding this project. If you have any questions regarding these comments, please contact Cathy Chapin at (916) 274-0640.

9-8

Sincerely,



JEFFREY PULVERMAN, Chief
Office of Regional Planning

Enclosures

cc: State Clearinghouse
Celia McAdam, Placer County Transportation Planning Agency

Introduction to the Transportation Concept Report

What is a Transportation Concept Report?

A Transportation Concept Report (TCR) is a long-term planning document that each Caltrans District prepares for every State highway, or portion thereof, in its jurisdiction, and is where long-range corridor planning in Caltrans usually begins. The purpose of a TCR is to determine how a highway will be developed and managed over a twenty-year period so that it delivers the targeted level of service and quality of operations that define the Route Concept (see below for a discussion of how Route Concepts are developed). It is important to note that TCRs provide Concept information and do not determine policy.

In addition to the 20-year Route Concept, the TCR includes an Ultimate Concept, which is the ultimate goal for the route beyond the twenty-year planning horizon. Ultimate Concepts must be used cautiously, however, because unforeseen changes in land use and other variables make forecasting beyond twenty years difficult.

The TCR first presents an overview of the route's current condition and general goals for its future. The route is then divided into segments for analysis. Each segment's Fact Sheet contains a variety of technical, statistical, historical, and other useful information that provide a deeper understanding of the route and a context for the Concepts developed for it.

Planning strategies identified by the relevant Regional Transportation Planning Agencies and/or Metropolitan Planning Organizations are, in most cases, integrated into the TCR. The objective is to have local, regional, private sector, and State consensus on corridor Concepts, planning strategies, and improvement priorities.

Whenever a local jurisdiction is updating their General Plan, Caltrans requests that State highways within the jurisdiction be recognized and adopted as part of the circulation system. Furthermore, we request that the Concept Improvements described in the applicable TCR as necessary to meet the Concept Level of Service be adopted as part of the Plan. Finally, we request that the Concept Level of Service (LOS) standard be adopted by the jurisdiction. The jurisdiction has the option of adopting a higher LOS standard and acknowledging the inconsistency with the TCR and the associated funding participation limitations by the State for State highway improvements.

Transportation Concept Reports also include right-of-way widths, an inventory of biological resources known to exist in the vicinity of the highway, and maps showing the general location of rare species and natural communities. Right-of-way and environmental information provided in a TCR are relative to the route or route segment and are not to be considered project specific. Precise right-of-way needs cannot be defined until the appropriate environmental and engineering studies are completed. In the back of the TCR is a glossary of terms and acronyms, and a list of references used to prepare the report.

District 3 is continually striving to improve the quality and usefulness of its TCRs. Future updates will include expanded environmental information, the results of an operational analysis of heavily-congested route segments, and a corridor-level landscape or aesthetic master plan, if available, to help incorporate specific, context-sensitive features into highway projects.

Please let us know how we can tailor the TCR to suit your needs.

Route Concept Development

A Transportation Concept Report (TCR) assesses a highway's current and future operating conditions and uses that and other information to establish a 20-year Route Concept for each segment along the route. A Route Concept is comprised of a Concept Level of Service and a description of the Concept

Introduction to the Transportation Concept Report

Facility. The TCR then determines the nature and extent of improvements needed to attain the Route Concept.

Concept Level of Service

Concept Level of Service (LOS) reflects the minimum level or quality of operations that is appropriate for each route segment, and is considered to be reasonably attainable within the 20-year planning period. Caltrans also uses the Concept Level of Service as the CEQA level of significance threshold when evaluating the impacts of local development plans and projects. A significant impact is identified if a specific local development plan or project results in a level of service on the highway segment or intersection that is below the Concept LOS, and must be mitigated.

Typical Concept LOS standards in District 3 are LOS D in rural areas and LOS E in urban areas. However, some heavily congested route segments now have a Concept LOS F because the improvements required to bring the level of service to E are not considered feasible. Level of service is established through travel forecasting data analysis, using regional models where available. (See the Glossary for a definition of Level of Service.)

Concept Facility

The description of a facility reflects its number of travel lanes, and degree of access onto the highway by local streets and driveways. (See the Glossary for an explanation of Access Control.) The Concept Facility will provide the amount of vehicle-carrying capacity necessary to achieve the Concept LOS. In some cases, people-carrying capacity will also be incorporated. Auxiliary lanes are not considered a part of the mainline roadway and, therefore, are not included in the number of travel lanes indicated in a Concept.

Concept Improvements

The range of improvements available to achieve a Route Concept is heavily influenced by environmental, political, and fiscal conditions. In many areas, planned projects are subject to meeting air quality conformity standards. Unanticipated safety projects and routine roadway maintenance are not included in Route Concept Improvements, although both will occur throughout the corridor as needed.

Because a highway is but one part of an interconnected transportation network, District 3 takes a corridor approach to developing TCRs. The corridor may include additional transportation systems, such as bus or rail transit service, bicycle facilities, heavy rail, a seaport, airports, interregional bus service, and local roadways. All of these systems reduce excess highway demand by providing travelers and shippers of goods with non-highway or non-driving options. Expansion of those that can provide a notable improvement to mobility within the corridor are included as Concept Improvements.

Where a Concept LOS is F, the TCR recommends general operational improvements and alternate modes of travel as starting places for further study. However, because the number of route segments with a Concept LOS F is expected to increase, operational (that is, non-capacity-increasing) improvements are now the primary strategy for optimizing the operation of the existing highway infrastructure. To fully integrate this strategy, future TCRs will include an operational analysis of heavily congested urban route segments. The results of this analysis will determine which specific operational improvements will become Concept Improvements.

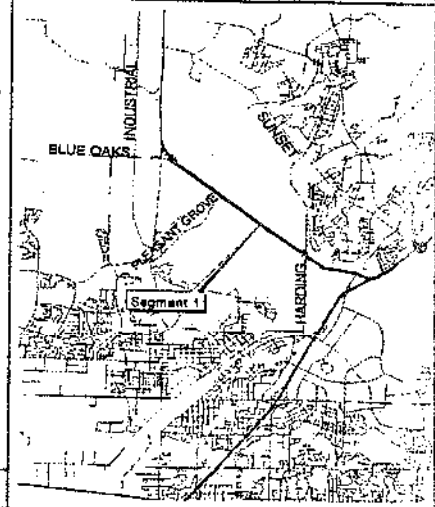
PKm Ahead: 7.825
 PKm Back: 13.287
 Kilometers: 5.463

SEGMENT: PLA 1
 FROM I-80 TO BLUE OAKS INTERCHANGE

Ahead PM: 4.863
 Back PM: 8.258
 Miles: 3.395

Present Facility 4 Lane expressway
 Concept Facility 6 Lane freeway
 Ultimate Facility 8 lane freeway

Transportation Concept Improvements
 · Reconstruct the SR 65/I-80 interchange.
 · Upgrade route from 4-lane expressway to 6-lane freeway within concept period to maintain an acceptable LOS.
 · Promote implementation of Transportation Demand Management (TDM) and public transit options.
 · Work with PCTPA on the development of the "Placer Parkway" connecting SR 65 with the SR 70/99 corridor and the Sacramento International Airport.
 · Develop Park-and-Ride facilities utilizing existing parking facilities along segment.



Levels of Service
 Present LOS: D
 20-Year LOS No Build: F
 20-Year Concept LOS (Improved): E

General Plans		LOS	Functional Classification: Principal Arterial				
Roseville General Plan 1992	C	NHS	3	0= Non NHS, 1= Interstate, 2= High Priority Route, 3 & 4 STRAHNET, 5= Other NHS, 6= High Priority & STRAHNET, 7= NHS Connector	Freeway/ Expressway	1	0= Non F&E, 1= F&E, 2= F&E Unconstructed
Placer County General Plan 1994	D	Scenic	0	0=Non Scenic, 1 =Officially Designated, 2= Eligible	Nat'l Truck Network	2	0=Non NTN, 1 =NTN STAA Trucks, 2= Terminal Access Rte.
		Life Line	0	0=Non Life Line, 1=Life Line Route	IRRS	1	0=Non IRRS, 1 =IRRS, 2= IRRS Unconst, 3=Non IRRS, unconst

Description - Rationale - General Comments

Segment one is a four-lane divided highway originating at I-80 within the city limits of the City of Roseville in Placer County. This segment runs in a northwesterly direction and consists of approximately 3.2 miles of full access-controlled expressway terminating at the Blue Oaks Interchange (PM 8.258).

This segment serves a high volume of both commute and truck traffic as well as local trips of undefined destination or origin. The segment is currently operating at a Level of Service (LOS) D. By the year 2020, the level of service is expected to decline to F, with volume exceeding capacity by over 100%. In order to maintain an acceptable level of service for this segment an upgrade to freeway standards and, ultimately, an increase in capacity for the facility will be required. The route is critically important for efficient and safe movement of goods and for regional travel and connectivity between the rapidly growing North Roseville/ Lincoln area and the Greater Sacramento Metropolitan area. The "Level of Service" section indicates the upgrade to freeway standards as the concept and remaining at expressway standards as the "no build."

STATE ROUTE 65 SEGMENT FACT SHEET

PKm Ahead: 13.287

SEGMENT: PLA 2

Ahead PM: 8.258

PKm Back: 19.181

FROM BLUE OAKS INTERCHANGE TO INDUSTRIAL AVENUE

Back PM: 11.921

Kilometers: 5.894

Miles: 3.663

Present Facility 4 Lane expressway

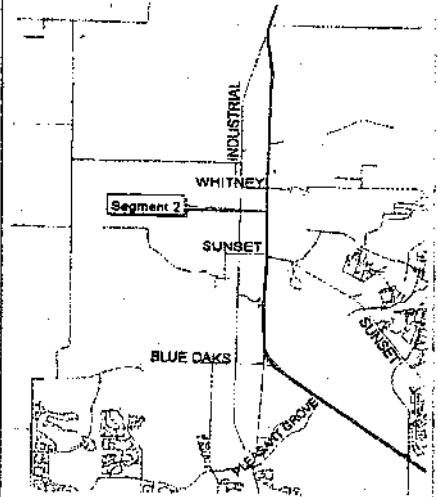
Transportation Concept Improvements
 · Revise interchange at Blue Oaks/Woodland Avenues.

Concept Facility 4 Lane freeway

· Upgrade 4-lane expressway from Washington Ave. to Industrial Avenue to freeway standards.

Ultimate Facility 6 lane freeway

· Construct new 4-lane expressway (Lincoln Bypass) from .6 miles south of Industrial Avenue to .5 miles South of Yuba County line.



Levels of Service
 Present LOS: B
 20-Year LOS No Build: E
 20-Year Concept LOS (Improved): E

General Plans	LOS	Functional Classification:	Principal Arterial				
Roseville General Plan 992	C	NHS	3	0= Non NHS, 1= Interstate, 2= High Priority Route, 3 & 4 STRAHNET, 5= Other NHS, 6= High Priority & STRAHNET, 7= NHS Connector	Freeway/ Expressway	1	0= Non F&E, 1= F&E, 2= F&E Unconstructed
Placer County General Plan 994	D	Scenic	0	0=Non Scenic, 1=Officially Designated, 2= Eligible	Nat'l Truck Network	2	0=Non NTN, 1=NTN STAA Trucks, 2= Terminal Access Rte.
		Life Line	0	0=Non Life Line, 1=Life Line Route	IRRS	1	0=Non IRRS, 1=IRRS, 2= IRRS Unconst, 3=Non IRRS, unconst

Description - Rationale - General Comments

Segment two is a four-lane expressway beginning at the Blue Oaks interchange. The roadway turns in a northerly direction at the Blue Oaks interchange. This portion consists of approximately 3.7 miles of partially controlled-access expressway that runs roughly parallel to both the Union Pacific railroad tracks and Industrial Avenue. The segment ends at the intersection of Industrial Avenue. The end point of this segment is also roughly where the proposed "Lincoln Bypass" starts (PM 12.281).

This segment is currently operating at LOS B during peak hours, but high growth in the area will lead to continued congestion during the concept period. This anticipated deficiency is due to the cumulative impacts of several major development projects and the high growth adjacent to this segment.

The ultimate facility for this segment should allow for the expansion of the roadway to 6 travel lanes with appropriate median and shoulder width.

This segment has been identified in preliminary studies as the origination point of a proposed "Placer Parkway" running from the Roseville / Lincoln area to SR 99.

Depending on the timetable for the Indian Gaming facility on Athens Avenue, and the circulation study accompanying the environmental documents, the Whitney Boulevard interchange may need to be built sooner than 2015, as proposed.

STATUS OF PROJECTS:

Sunset Boulevard interchange 100% local funding (2005)

Whitney Boulevard interchange 100% local funding (2015)

District 3 - Transportation Concept Report Fact Sheet

PKm Ahead	0.000	Route:	70	PM Ahead	0.000
PKm Back	10.662	Segment Number:	2	PM Back	6.625
Distance [km]:	10.662	County:	Yuba	Distance [mi]:	6.625

FROM THE SUTTER/YUBA COUNTY LINE TO BEGINNING OF FREEWAY, 0.7 MILES SOUTH OF MC GOWAN PARKWAY

Concept Summary

Present Facility:

2-lane undivided expressway

Concept Facility:

4-lane expressway

Ultimate Facility:

6-lane freeway

Level of Service (LOS)

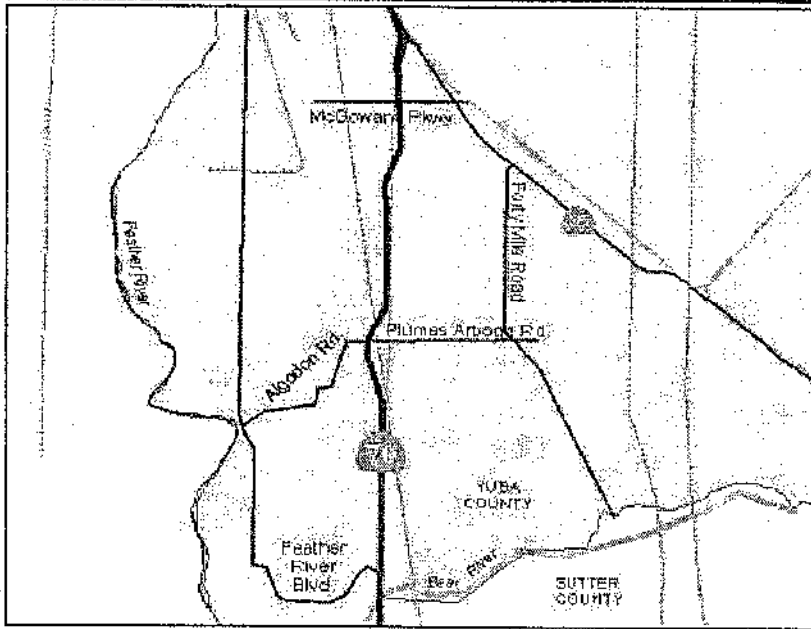
Present LOS: D

20 yr. LOS - No Build: F

20 yr. Concept LOS: C

General Plan LOS Standard:

General Plan Year:



Transportation Concept Improvements

Widen to four-lane expressway to existing freeway 0.7 miles south of McGowan Parkway.

Construct new interchanges at Feather River Blvd. and Algodon/Plumas Arboga Roads.

All future improvements to roadway structures should incorporate automated congestion management systems such as ramp metering and HOT lane technology. Due to the high growth potential of adjacent areas and constraints to future right of way, allowances need to be made at every opportunity for future traffic management options that do not necessitate physical expansion of facilities.

Beyond the 20-year concept, commuter rail service between Sacramento and Chico should be re-examined.

Description - Rationale - General Comments

This segment of SR 70 begins at the Sutter/Yuba County line and continues north to where it becomes a freeway 0.7 miles south of the McGowan Parkway overcrossing. It is a two-lane, undivided, rural expressway with an operating speed of 65 to 70 mph during off-peak hours. This segment currently operates at LOS D. Once upgraded to four lanes, the roadway is expected to operate at LOS B. The accident rate in this segment is slightly under the statewide average. Construction to bring this segment a 4-lane expressway will begin in 2001. The right-of-way has already been purchased and the project is fully funded.

The at-grade intersection at Feather River Blvd. is programmed to be modified in 2000, with an interchange constructed in the future when warranted.

A new interchange at Plumas-Arboga/Algodon Road will be constructed in three phases, beginning in 2000. Phases one and two construct an L-2 interchange that will provide access to the Yuba Motorplex located on the east side of SR 70 and are fully funded. Phase three modifies the interchange into a full L-9 and provides access to the Plumas Lake development planned for the west side of SR 70. Phase one is expected to be completed in April, 2002. Phase two construction is expected to begin in 2001, the same time this segment of SR 70 is scheduled for widening, with completion anticipated in 2004.

Land Use

Land use on the northern portion of this segment is primarily rural. It is mainly single-family residential on the west side of SR 70, while the east side is used for agriculture. Rice is the predominant crop, although there are some cattle ranches interspersed. Development potential in the near term is not high due to the floodplain characteristic of the land in this area; however, this may change as nearby levees are strengthened.

Nonetheless, Yuba County is focusing new growth and development to the southwest portion of the county in an area called Plumas Lake. This community will cover 5,263 acres of land roughly bounded by SR 70 on the east, the Bear River to the south, and Olivehurst to the north and will feature nearly 12,000 dwelling units, 610 acres of commercial and office space, parks, schools, and other uses. It is anticipated by the County that construction will begin by the year 2003.

Traffic generated by the new Yuba Motorplex will significantly impact the southern half of this segment of SR 70. The motorplex will be located at SR 65 and Forty Mile Road, just east of SR 70. The motorplex is designed to seat 55,000 spectators, and draw 22,000 vehicles to weekend auto races. It is estimated that 6050 northbound vehicles will travel SR 70 and exit at Plumas-Arboga Road during the peak travel hour prior to a race, and 8,525 vehicles will travel southbound during the post-race peak travel hour. These volumes are going to cause prolonged travel delays of up to one hour during the pre-race peak hour and up to three hours of delay during the post-race peak travel period. There is concern that capacity limitations on local roads near the motorplex will lead to major traffic delays to incoming traffic, causing traffic to backup on SR 70 and block lanes on the highway. Events at the motorplex are scheduled to begin in 2001.

In addition to the motorplex, the Sacramento Valley Amphitheatre has recently been constructed on this site. The amphitheatre accommodates 18,500 people at an estimated 30-40 events per year. Because of the time it takes to exit the amphitheatre's parking lot, traffic is in effect metered onto nearby roads and thus far has not presented a problem on SR 70.

Modal Options

YUBA-SUTTER TRANSIT - This fixed-route system provides a Sacramento Commute Express that provides daily peak hour service to downtown Sacramento from Marysville and Yuba City. There is also a Midday Express service from Yuba City and Marysville to downtown Sacramento and two major medical facilities in Sacramento every weekday. Although the buses for both of these services travel SR 70, neither have stops along this segment.

GREYHOUND BUS LINES - Greyhound provides intercity bus service from (between) Chico, Oroville, Gridley, and Marysville to Sacramento along SR 70; however, there are no stops on this segment of roadway.

AMTRAK - operates a feeder bus connection with stops in Sacramento, Marysville and Oroville four times daily for the San Joaquin route between Oakland and Bakersfield, and for the Capitol

Corridor route between Colfax and San Jose. Feeder bus service is also available in Marysville and Oroville for the Coast Starlight, which travels between Los Angeles and Seattle with stops in Sacramento and Chico.

Future Right of Way

Additional right of way will be necessary for a future interchanges at Feather River Blvd. and Algodon/Plumas Arboga Roads.

Functional Classification Information	Highway Log Right of Way Information
Functional Classification: Principal Arterial	<i>Units: Meters</i>
NHS: Other NHS	Avg. Median Width: 0
Freeway/Expressway: Freeway/Expressway	Avg. Lane Width: 3.66
National Truck System: Terminal Access Route	Avg. Shoulder Width: 2.44
Scenic Route: Non Scenic	Number of Lanes: 2
Lifeline Route: Life Line Route	<u>General Comments:</u>
IRRS: IRRS	The most narrow right-of-way width in this segment is 167 feet at PM 4.5.
	Other narrow spots are between PM 4.8 and PM 6.625 (end of segment) at 180 feet, and 176 feet between PM 1.2 and PM 2.7. Otherwise, right-of-way widths in this segment are in the 185-200 foot range, with the exception of intersections, which are as wide as 630 feet.

Projects Planned (Non-funded: 10 yr SHOPP/ RTPA/MPO)

Projects Programmed (RTIP/ STIP/SHOPP)

(unlisted at this time)	Interchange constructed in three phases, the first two of which are fully funded. Phase one construction will begin in 2000; phase two in 2001.	1998 1998 STIP	Widen to 4 lane expressway from 0.6 mi. north of Bear River to existing freeway at McGowan Parkway overcrossing. Fully funded. Begin construction in 2001.
1999 1999 MTP (SACOG)	Construct interchange at SR 70/Algodon Rd. Completion year: 2002.	1999 1999 MTIP (SACOG)	Modify intersection of SR 70/Feather River Blvd. Fully funded. Begin construct.: 2000.
1999 1999 MTP (SACOG)	Construct interchange at SR 70/Feather River Blvd. as part of the Plumas Lake Specific Plan. Completion year: 2010.		

Traffic Analysis

Year	AADT	PkHrVol	V/C Ratio	LOS	Comments
2000	12500	1234	0.5	D	
2010	19800	1958	0.38	A	2010 and 2020 scenarios assume a 4-lane facility in this segment.
2020	27000	2673	0.51	B	

<p>Traffic Data</p> <p>Peak Period Direct Split: 60%</p> <p>% Traffic Growth Per Year: 7%</p>	<p>Land-Use Data</p> <p>Land Use Zone: Agricultural</p> <p>Terrain: Flat</p> <p>Future-20yr. Land Use: Commercial/Residential</p>																																				
<p>Accident Data</p> <p>Total Accident Rate: 86%</p> <p><i>Compares the actual segment accident rate with the Statewide average rate on facilities of this type. Note: 100% equals the Statewide average.</i></p> <p>Fatal Injury Rate: 92%</p> <p><i>Compares the actual fatality and injury rates with the Statewide average rate on facilities of this type. Note: 100% equals the Statewide average.</i></p>	<p style="text-align: center;">Truck Volumes</p> <table border="1" style="width: 100%;"> <thead> <tr> <th colspan="3">AADT Truck Volumes</th> <th colspan="3">Peak Period Volumes</th> </tr> <tr> <th>Truck Type</th> <th>% Trucks AADT</th> <th>Truck Volumes</th> <th>Truck Type</th> <th>% Trucks Peak Period</th> <th>Truck Volume</th> </tr> </thead> <tbody> <tr> <td>All Types</td> <td>10.00%</td> <td></td> <td>All Types</td> <td>7.00%</td> <td></td> </tr> <tr> <td>3 Axle</td> <td></td> <td></td> <td>3 Axle</td> <td></td> <td></td> </tr> <tr> <td>4 Axle</td> <td></td> <td></td> <td>4 Axle</td> <td></td> <td></td> </tr> <tr> <td>5 Axle</td> <td></td> <td></td> <td>5 Axle</td> <td></td> <td></td> </tr> </tbody> </table>	AADT Truck Volumes			Peak Period Volumes			Truck Type	% Trucks AADT	Truck Volumes	Truck Type	% Trucks Peak Period	Truck Volume	All Types	10.00%		All Types	7.00%		3 Axle			3 Axle			4 Axle			4 Axle			5 Axle			5 Axle		
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5 Axle			5 Axle																																		

Local Planning Jurisdictions

Air Quality District: Feather River AQMD
 938 14th Street
 Marysville, CA 95901
 (530) 634-7659

RTPA/ MPO: Sacramento Area Council of Governments
 3000 S St., Suite 300
 Marysville, CA 95816
 (916) 457-2264

Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 3 Environmental Offices.

Air Basin Sacramento Valley

Federal Air Quality Non-Attainment Designations:

CO: Attainment/Unclassified **PM10:** Unclassified/Attainment **Ozone:** Transitional (pending reinstated 1-hr. std.)

District 3 - Transportation Concept Report Fact Sheet

PKm Ahead	10.662	Route:	70	PM Ahead	6.625
PKm Back	22.434	Segment Number:	3	PM Back	13.940
Distance [km]:	11.772	County:	Yuba	Distance [mi]:	7.315

FROM BEGINNING OF FREEWAY (0.7 MILES SOUTH OF
MC GOWAN PKWY.) TO NORTH END OF YUBA RIVER BRIDGE

Concept Summary

Present Facility:

4-lane divided freeway

Concept Facility:

2-lane expressway via the Marysville Bypass

Ultimate Facility:

6-lane freeway via the Marysville Bypass

Level of Service (LOS)

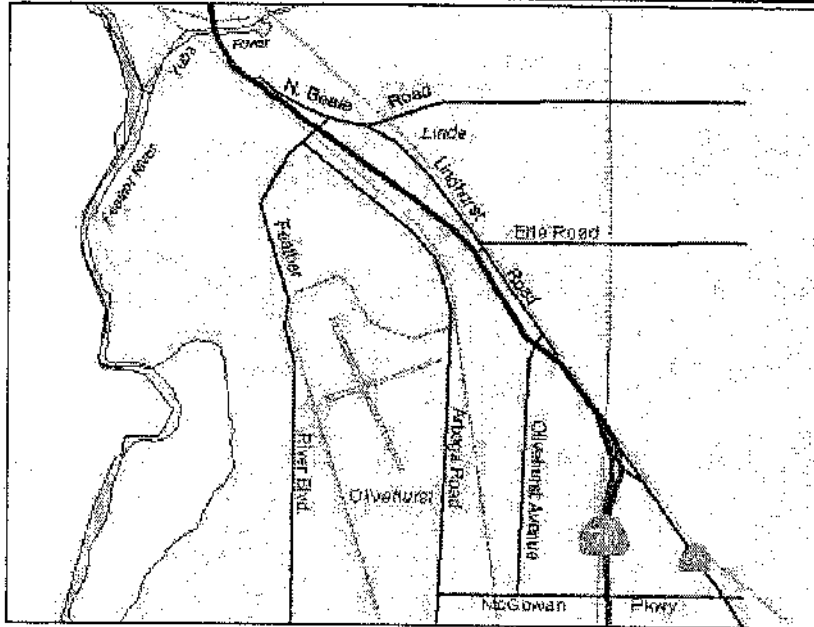
Present LOS: C

20 yr. LOS - No Build: F

20 yr. Concept LOS: D

General Plan LOS Standard:

General Plan Year:



Transportation Concept Improvements

Construct 2-lane Marysville Bypass expressway on new, 4-lane alignment, beginning at the junction of SR 70 and SR 65 and continuing north to just south of Oroville, for eventual improvement to a 4-lane freeway.

Install two changeable message signs: One in the southbound direction just north of SR 65, and one in the northbound direction just south of Marysville. Construct a Park and Ride lot near McGowan Parkway.

Once the 4-lane freeway is in place, all future improvements to the roadway should incorporate automated congestion management systems. Due to the high growth potential of adjacent areas and constraints to future right of way, allowances need to be made at every opportunity for future traffic management options that do not necessitate physical expansion of facilities. Beyond the 20-year concept, commuter rail service between Sacramento and Chico should be re-examined.

Description - Rationale - General Comments

This segment of SR 70 is a four-lane freeway. It begins 0.7 miles south of the McGowan Parkway overcrossing and extends to the north end of the Yuba River bridge, inside the Marysville city limit (the city limit is just south of the Yuba River bridge).

A third bridge over the Feather River connecting State Routes 65 and 70 in Yuba County with SR 99 in Sutter County is planned. Construction is estimated to begin in 2007 and be completed

by 2009, depending on funding availability. The traffic model indicates that although traffic will be diverted onto SR 99 from part of this segment of SR 70 once the new bridge is built, new vehicle trips will be generated, thereby producing no net change in traffic volumes.

The future Marysville Bypass will reduce congestion on the existing route by diverting through trips. However, local development and increases in regional traffic may still overload the existing facility south of Marysville.

Given the increasing number of commuters between the Marysville and Sacramento areas, consideration should be given to constructing a Park and Ride lot in the vicinity of SR 70 and McGowan Parkway.

Land Use

Land use along this segment of SR 70 is primarily rural residential and agricultural, but becomes more residentially and commercially oriented in the communities of Linda and Olivehurst. The planned third bridge over the Feather River, connecting State Routes 65 and 70 in Yuba County with SR 99 in Sutter County, is consistent with present development plans in the Yuba City/Marysville area and will likely increase the rate of development in the vicinity of this segment of SR 70, although residential densities in the Linda and Olivehurst areas are expected to remain the same.

Traffic generated by the new Yuba Motorplex will significantly impact this segment of SR 70. The motorplex will be located at SR 65 and Forty Mile Road, immediately southeast of this segment of SR 70. The motorplex is designed to seat 55,000 spectators, and draw 22,000 vehicles to weekend design events (auto races). According to the proponent's traffic engineer, the pre-event peak hour will generate 2,750 vehicles heading south towards the motorplex, while the post-event peak period is expected to generate 3,875 vehicles traveling northbound towards Marysville. Events at the motorplex are scheduled to begin in 2001.

In addition to the motorplex, the Sacramento Valley Amphitheatre has recently been constructed on this site. The amphitheatre accommodates 18,500 people at an estimated 30-40 events per year. Because of the time it takes to exit the amphitheatre's parking lot, traffic is in effect metered onto nearby roads and thus far has not presented a problem on SR 70.

Modal Options

YUBA-SUTTER TRANSIT - This fixed-route system provides a Sacramento Commute Express that provides daily peak hour service to downtown Sacramento from Marysville and Yuba City. There is also a Midday Express service from Yuba City and Marysville to downtown Sacramento and two major medical facilities in Sacramento every weekday. Both services have a stop in Linda.

GREYHOUND BUS LINES - Greyhound provides round-trip intercity bus service from (between) Chico, Oroville, Gridley, and Marysville to Sacramento along SR 70; however, there are no stops on this segment of roadway.

AMTRAK - operates a feeder bus connection with stops in Sacramento, Marysville and Oroville four times daily for the San Joaquin route between Oakland and Bakersfield, and for the Capitol Corridor route between Colfax and San Jose. Feeder bus service is also available in Marysville and Oroville for the Coast Starlight, which travels between Los Angeles and Seattle with stops in Sacramento and Chico.

Future Right of Way

Right of way will be needed for the Marysville Bypass once the new alignment is established.

Functional Classification Information	Highway Log Right of Way Information
Functional Classification: Principal Arterial	<i>Units: Meters</i>
NHS: Other NHS	Avg. Median Width: 14
Freeway/Expressway: Freeway/Expressway	Avg. Lane Width: 3.66
National Truck System: Terminal Access Route	Avg. Shoulder Width: 3.05
Scenic Route: Non Scenic	Number of Lanes: 4
Lifeline Route: Life Line Route	<u>General Comments:</u>
IRRS: IRRS	The most narrow right-of-way width in this segment is 150 feet at PM 8.7, just north of the junction with SR 65. Otherwise, right-of-way widths in this segment are generally in the 170-280 foot range. The widest point is at the McGowan Parkway overcrossing, at 840 feet.

Projects Planned (Non-funded: 10 yr SHOPP/ RTPA/MPO)

1999 1999 MTP (SACOG)	Purchase right of way from SR 65/70 to 0.5 mi. north of Ellis Rd. (north of Marysville) for the Marysville Bypass. 2006.
2000 2000 10-Yr. SHOPP	Widen Feather River Blvd. on ramp (PM 11.3). Program year: 2004.

Projects Programmed (RTIP/ STIP/SHOPP)

1998 1998 STIP	Marysville Bypass on new alignment between SR 65 to south of SR 162 in Butte County. \$6 mil. for route adoption. Construction year: 2007
-------------------	---

Traffic Analysis

Year	AADT	PkJrVol	V/CRatio	LOS	Comments
2000	43500	3952	0.58	C	Calculations do not take into account effects of the Marysville Bypass, the third bridge over the Feather River, or the Yuba Motorplex.
2010	68300	6209	0.92	E	Calculations do not take into account effects of the Marysville Bypass, the third bridge over the Feather River, or the Yuba Motorplex.
2020	93100	8467	1.25	F	Calculations do not take into account effects of the Marysville Bypass, the third bridge over the Feather River, or the Yuba Motorplex.

District 3 - Transportation Concept Report Fact Sheet

PKm Ahead	0.082	Route:	70	PM Ahead	0.051
PKm Back	13.354	Segment Number:	1	PM Back	8.298
Distance [km]:	13.272	County:	Sutter	Distance [mi]:	8.247

FROM THE SR 99/70 JUNCTION TO THE SUTTER/YUBA COUNTY LINE

Concept Summary

Present Facility:

2-lane conventional highway for the first 5.2 miles; 2-lane expressway to the Sutter/Yuba County line.

Concept Facility:

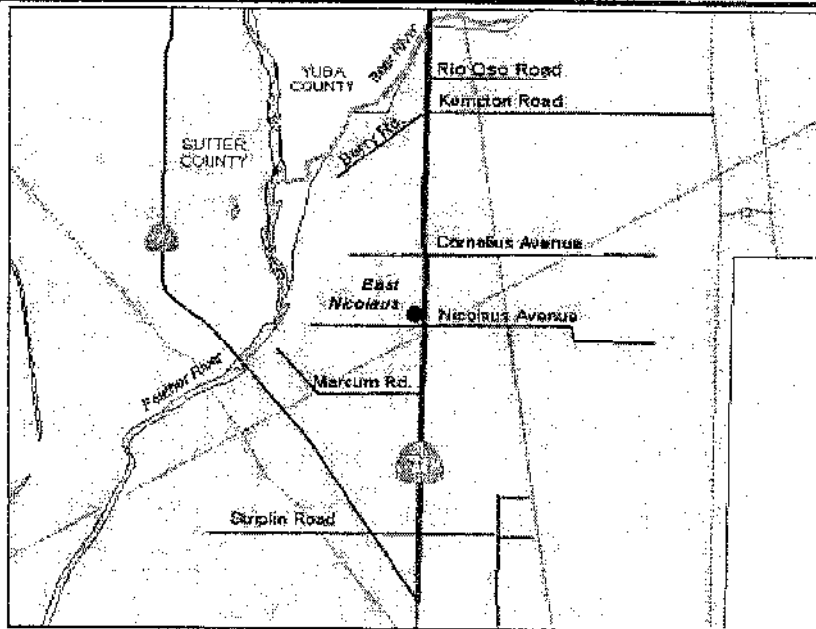
4-lane expressway

Ultimate Facility:

6-lane freeway

Level of Service (LOS)

Present LOS:	D
20 yr. LOS - No Build:	F
20 yr. Concept LOS:	C
General Plan LOS Standard:	D
General Plan Year:	1996



Transportation Concept Improvements

Widen to four-lane expressway on mostly existing alignment from where SR 70 splits with SR 99 (at the start of this segment) to 0.7 miles south of McGowan Parkway in Yuba County. The new alignment will bypass the town of East Nicolaus.

All future improvements to roadway structures should incorporate automated congestion management systems such as ramp metering. Due to the high growth potential of adjacent areas and constraints to future right of way, allowances need to be made at every opportunity for future traffic management options that do not necessitate physical expansion of facilities.

Beyond the 20-year concept, commuter rail service between Sacramento and Chico should be re-examined.

Description - Rationale - General Comments

This first segment of SR 70 begins in Sutter County where the road splits with SR 99 (the SR 70/99 wye). It is a two-lane conventional rural highway with an operating speed of 65 to 70 mph during off-peak hours, except where it passes through the small community of East Nicolaus. The portion of this segment between Cornelius Avenue (PM 5.0) and the Sutter/Yuba County line is a two-lane expressway. Currently, this segment of SR 70 operates at LOS D, and had an accident rate of about two thirds the statewide average during July 1996 through June 1999. This segment of roadway is designated to be upgraded to a four-lane expressway, after which it is expected to operate at LOS B.

Widening of the roadway will occur in two stages: The first stage, which covers the portion from

the SR 70/99 wye to Cornelius Avenue (PM .051 - 5.0), is programmed for construction in 2003/04. In addition to roadway widening, an at-grade intersection will be constructed at Striplin Road with right of way being purchased for a future interchange, overcrossings are proposed at Marcum Road and Cornelius Avenue, and an interchange is proposed at Nicolaus Avenue west of East Nicolaus on a new alignment.

The second stage of improvements in this segment, from Cornelius Avenue to .6 miles north of the Bear River bridge (PM 5.0 - 8.3), is programmed for right-of-way purchase. Construction is dependent upon funding. The project will include an at-grade intersection at Kempton - Berry Roads with an interchange in the future when warranted. Also, access will be controlled at Rio Oso Road.

Land Use

This segment of SR 70 is surrounded by agriculture. Rice fields occupy the vast majority of adjacent land, although there are a few sheep and cattle ranches, and between Kempton-Berry Roads and the Bear River are some walnut and prune orchards. There are a couple of commercial and industrial establishments along the highway in the small community of East Nicolaus. Development potential is not high due to the floodplain characteristic of the land in this area; however, this may change as nearby levees are strengthened.

Traffic generated by the new Yuba Motorplex will significantly impact this segment of SR 70. The motorplex will be located at SR 65 and Forty Mile Road, just east of SR 70 a few miles northeast of this segment. The motorplex is designed to seat 55,000 spectators, and draw 22,000 vehicles to weekend design events (auto races). According to the proponent's traffic engineer, 6,050 vehicles will travel this segment of SR 70 during the peak travel hour prior to a design event, and 8,525 vehicles will be traveling this segment during the post-event peak travel hour. These volumes are going to cause prolonged travel delays of up to one hour during the a.m. (pre-event) peak hour and up to three hours of delay during the p.m. (post-event) peak travel period. Of particular concern is traffic passing through East Nicolaus prior to the completion of any road or intersection improvements. Events at the motorplex are scheduled to begin in 2001.

In addition to the motorplex, the Sacramento Valley Amphitheatre has recently been constructed on this site. The amphitheatre accommodates 18,500 people at an estimated 30-40 events per year. Because of the time it takes to exit the amphitheatre's parking lot, traffic is in effect metered onto nearby roads and thus far has not presented a problem on SR 70.

Modal Options

YUBA-SUTTER TRANSIT - This fixed-route system provides a Sacramento Commuter Express that provides daily peak hour service to downtown Sacramento from Marysville and Yuba City. There is also a Midday Express service from Yuba City and Marysville to downtown Sacramento and two major medical facilities in Sacramento every weekday. Both services have a stop in East Nicolaus.

GREYHOUND BUS LINES - Greyhound provides intercity bus service from (between) Chico, Oroville, Gridley, and Marysville to Sacramento along SR 70; however, there are no stops on this segment of roadway.

AMTRAK - operates a feeder bus connection with stops in Sacramento, Marysville and Oroville four times daily for the San Joaquin route between Oakland and Bakersfield, and for the Capitol Corridor route between Colfax and San Jose. Feeder bus service is also available in Marysville and Oroville for the Coast Starlight, which travels between Los Angeles and Seattle with stops in Sacramento and Chico.

Future Right of Way

Right of way will be necessary for future interchanges at Striplin Road and Kempton-Berry Road.

Functional Classification Information

Functional Classification: **Minor Arterial**
 NHS: **Non NHS**
 Freeway/Expressway: **Non Freeway/Expressway**
 National Truck System: **Terminal Access Route**
 Scenic Route: **Officially Designated**
 Lifeline Route: **Non Life Line**
 IRRS: **IRRS**

Highway Log Right of Way Information

Units: Meters

Avg. Median Width: 0
 Avg. Lane Width: 3.66
 Avg. Shoulder Width: 1.22
 Number of Lanes: 2

General Comments:

The most narrow right-of-way width in this segment is 80 feet, between PM 3.8 and PM 4.004 (Nicolaus Road in East Nicolaus. A PG&E substation is located immediately adjacent to SR 70 in this location on the east side of the road). Otherwise, right-of-way widths in this segment are generally in the 250 foot range.

Projects Planned (Non-funded: 10 yr SHOPP/ RTPA/MPO)

NO PROJECTS PLANNED

Projects Programmed (RTIP/ STIP/SHOPP)

1998
1998 STIP

Widen to 4 lanes from SR 70/99 wye to Cornelius Avenue. Fully funded. 2004.

1998 STIP/
STIP
Amendment

Widen to 4 lanes from 0.5 mi. north of Cornelius Ave. to 0.6 mi. north of Bear River Bridge. \$3,171,000 for prelim. engineering (STIP) + \$5,520,000 for ROW (STIP Amend.). 2002 STIP candidate for construction funding in 2003.

Traffic Analysis

Year	AADT	PkHrVol	V/CRatio	LOS	Comments
2000	12100	1195	0.51	D	
2010	16800	1668	0.36	A	
2020	21600	2141	0.57	B	2010 & 2020 scenarios assume a 4-lane facility in this segment.

<p>Traffic Data</p> <p>Peak Period Direct Split: 70%</p> <p>% Traffic Growth Per Year: 4%</p>	<p>Land-Use Data</p> <p>Land Use Zone: Agricultural</p> <p>Terrain: Flat</p> <p>Future-20yr. Land Use: Argicultural</p>																																				
<p>Accident Data</p> <p>Total Accident Rate: 65%</p> <p><i>Compares the actual segment accident rate with the Statewide average rate on facilities of this type. Note: 100% equals the Statewide average.</i></p> <p>Fatal Injury Rate: 62%</p> <p><i>Compares the actual fatality and injury rates with the Statewide average rate on facilities of this type. Note: 100% equals the Statewide average.</i></p>	<p style="text-align: center;">Truck Volumes</p> <table border="1" style="width: 100%;"> <thead> <tr> <th colspan="3" style="text-align: center;"><u>AADT Truck Volumes</u></th> <th colspan="3" style="text-align: center;"><u>Peak Period Volumes</u></th> </tr> <tr> <th>Truck Type</th> <th>% Trucks AADT</th> <th>Truck Volumes</th> <th>Truck Type</th> <th>% Trucks Peak Period</th> <th>Truck Volume</th> </tr> </thead> <tbody> <tr> <td>All Types</td> <td>10.00%</td> <td></td> <td>All Types</td> <td>7.00%</td> <td></td> </tr> <tr> <td>3 Axle</td> <td></td> <td></td> <td>3 Axle</td> <td></td> <td></td> </tr> <tr> <td>4 Axle</td> <td></td> <td></td> <td>4 Axle</td> <td></td> <td></td> </tr> <tr> <td>5 Axle</td> <td></td> <td></td> <td>5 Axle</td> <td></td> <td></td> </tr> </tbody> </table>	<u>AADT Truck Volumes</u>			<u>Peak Period Volumes</u>			Truck Type	% Trucks AADT	Truck Volumes	Truck Type	% Trucks Peak Period	Truck Volume	All Types	10.00%		All Types	7.00%		3 Axle			3 Axle			4 Axle			4 Axle			5 Axle			5 Axle		
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Truck Type	% Trucks AADT	Truck Volumes	Truck Type	% Trucks Peak Period	Truck Volume																																
All Types	10.00%		All Types	7.00%																																	
3 Axle			3 Axle																																		
4 Axle			4 Axle																																		
5 Axle			5 Axle																																		

Local Planning Jurisdictions

Air Quality District: Feather River AQMD
 938 14th Street
 Marysville, CA 95901
 (530) 634-7659

RTPA/ MPO: Sacramento Area Council of Governments
 3000 S St., Suite 300
 Marysville, CA 95816
 (916) 457-2264

Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 3 Environmental Offices.

Air Basin Sacramento Valley

Federal Air Quality Non-Attainment Designations:

CO: Attainment/Unclassified **PM10:** Unclassified/Attainment **Ozone:** Transitional (pending reinstated 1-hr. std.)

STATE ROUTE 80 SEGMENT FACT SHEET

PKm Ahead: 0.000
 PKm Back: 11.940
 Distance KM: 11.940

SEGMENT: PLA 4

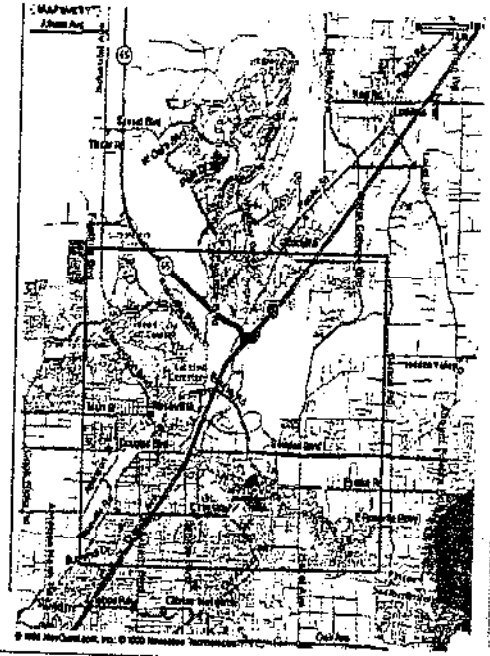
Sacramento/ Placer County Line to
 Sierra College Boulevard

Ahead PM: 0.000
 Back PM: 7.421
 Miles: 7.421

Transportation Concept Improvements

Present Facility	8 lane freeway from PM 0.0/0.3; 6 lane freeway to Sierra College IC
Concept Facility	10 lane freeway from PM 0.0/0.3; 8 lane freeway (w/ HOV) to the I-80/SR 65 Junction,
Ultimate Facility	10 lane freeway from PM 0.0/0.3; 8 lane freeway to Sierra College Blvd. includes HOV lanes

- Add HOV from the Sacramento/Placer County Line to the I-80/SR 65 Junction.
- Consider expanding the HOV lanes the remainder of the segment within the 20-year period.
- Develop new or expand existing high capacity arterials parallel to I-80.
- Reconstruct the I-80/Douglas Boulevard Interchange
- Reconstruct Sierra College Interchange
- Add auxiliary lanes from Riverside to SR 65
- Support plans for expansion of TDM strategies such as a trip-reduction program and ridesharing.
- Implement TOS strategies such as ramp metering, closed circuit television camera, and changeable message signs.
- New Interchanges should be constructed to span at least 10 lanes to meet future forecasted demand.



Levels of Service	
Present LOS	F
20-Year LOS No Build	F
20-Year Concept LOS (Improved):	E
General Plan LOS Standard	
Placer County General Plan (Aug. 94)	D

Description - Rationale - General Comments

In Segment 4, the I-80 facility consists of an 8-lane freeway from the Placer County line extending east to the Riverside Avenue Interchange (PM 0.0/0.3). At Riverside Boulevard (PM 0.384) the facility narrows to 6 lanes to just west of Eureka Road, it then returns to 8 lanes up to the I-80/SR 65 junction (PM 4.160) and then transitions back to 6 lanes through to the end of the segment at the Sierra College Boulevard Interchange (PM 7.421). This segment serves the high growth area around Roseville and Rocklin, and carries high volumes of interstate and interregional traffic.

This segment of I-80 is currently operating at peak hour LOS F, with an AADT of 132,680. By 2020, traffic is projected to increase to 216,900 AADT (LOS F), with extended periods of delay of two to three hours. In order to provide an acceptable level of service for the 20-year period, improvements to both I-80 and the local road network will be necessary. Two HOV lanes should be constructed, one in each direction, in addition to local or state high capacity facility parallel to I-80. Beyond the 20-year period, traffic volumes may indicate the need for additional capacity above that identified as the concept. All future interchanges should be constructed to span a minimum of 10 lanes.

Placer County is proposing the construction of a high capacity arterial that would run parallel to I-80 from approximately State Route 65 in Placer County to State Route 99 in Sutter County. This arterial would act as a reliever to I-80 and add to the regional mobility. Placer County is in the early stages of initiating a study.

Based on the strategic location of Roseville, the need to maximize the benefits of the Union Pacific (UP)/Southern Pacific (SP) merger in 1997 and to increase rail capacity, UP is in the process of consolidating rail traffic in the Northern California area. Union Pacific recently made improvements to the Roseville rail yard which included: 1) High technology hydraulic retardation system which processes rail cars more consistently and with less freight damage, 2) Longer classification, receiving and department tracks which reduces the manpower requirements by decreasing the time spent handling cars, 3) New side-by-side design which allows various for classification, receiving and departure operations to be done simultaneously, and 4) Second main track to increase the throughput and speed of the operation of the trains. The Roseville yard serves as a major switching center as eastbound railcars and comotives are organized for the climb over the Sierra, and westbound railcars are redistributed for delivery to west coast destinations. The operation of the Roseville yard will have a positive effect on the operations of other rail yards across the UP system. The \$67 million in track and signal improvements financed by Caltrans and Union Pacific permits for faster and more frequent train travel in the Capitol Corridor, as well as an extension of the Capitol service beyond Roseville to Colfax. The State has the right to operate up to 16 intercity and four commuter round trips daily on the railroad tracks.

Project Study Report(s) (PSR):

A project study report that examines alternatives of increasing capacity from the Placer County Line to Sierra College Boulevard is scheduled for 00/01 fiscal year with completion identified for June of 2001. Identified projects would be 2002 STIP candidates.

Delta Management Team

To accelerate the rehabilitation of the portion of I-80 and provide for a new 20-year pavement life, Caltrans North Region established the Delta Team, a corridor management team, to improve project development and delivery for the acceleration of the current District 3 10-year SHOPP. The rehabilitation work includes such projects as, roadway overlays with either asphalt or concrete, widening ramps and raising or replacing bridges. Please refer to Exhibit "B" for a listing of proposed projects relative to this segment.

District 3 - Transportation Concept Report Fact Sheet

<u>Route Information</u>		<u>Segment Boundaries</u>			
Route:	99	KP Ahead	0.000	PM Ahead	0.000
County:	Sutter	KP Back	14.270	PM Back	8.867
Segment Number:	5	Distance [km]	14.270	Distance [mi]:	8.867

Segment Description

Sutter County Line to SR 70/99 Wye

Concept Summary

Existing Facility:

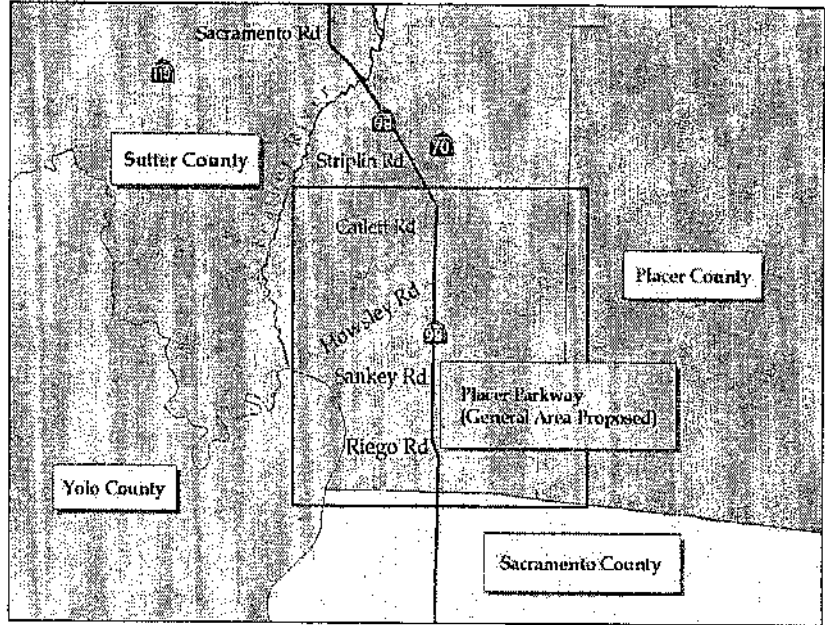
4-Lane Expressway

Concept Facility:

4-Lane Freeway with Auxillary lane

Ultimate Facility:

6-Lane Freeway



Level of Service (LOS)

Existing LOS: B
 20 yr. LOS - No Build: E
 20 yr. Concept LOS: E

County General Plan: Sutter
 General Plan Year: 1996
 General Plan LOS Standard: D

Main Street Communities

Community Name: General
 Plan Year: General Plan
 LOS Standard: Not a Main Street

TRANSPORTATION CONCEPT IMPROVEMENTS

Improve roadway from expressway standards to freeway standards including interchanges at Riego Road, Sankey Road, and the proposed Placer Parkway.

DESCRIPTION - RATIONALE - GENERAL COMMENTS

Segment 5 is approximately a 9-mile, 4-lane expressway from the Sacramento/Sutter County line to the SR 70/SR 99 split. The Sutter and Sacramento region commuters and goods that travel this segment will experience a drop in Level of Service with proposed land use changes and employment and population growth in the surrounding areas.

The South Sutter County Specific Plan presents a 10,500-acre commercial/industrial development planning reserve to be completed by 2022. The plan, currently in the

environmental phase, projects an increase in travel demand on the local roads that will feed into SR 99. In the event of project approval, this segment of SR 99 must be upgraded to accommodate travel demand.

Sankey Road and Riego Road intersections must be upgraded to interchanges meet current highway design standards for the Concept facility of a 6-lane freeway. To upgrade to a 6-lane freeway quality conformity constraints.

In 1999, the Placer County Transportation Planning Agency (PCTPA) conducted a study for the proposed Placer Parkway in an unspecified location. Placer Parkway would be approximately a 17-mile expressway, between SR 65 and SR 99/70, that would connect south Placer to South Sutter County within a 4-mile area stretching from one mile north of Sankey Road to Riego Road. Upon approval, a full freeway interchange on SR 99 can accommodate the new Placer Parkway.

LAND USE

According to the 1996 Sutter County General Plan, the land surrounding this segment is zoned primarily for agricultural uses with the exception of the South Sutter County Specific Plan. The South Sutter County Specific Plan zones 10,500-acres for industrial and commercial use.

MODAL OPTIONS

Yuba-Sutter Transit (530) 742-2877

Currently, daily commuter service is provided between Yuba City and Sacramento with seven southbound buses to Sacramento and nine northbound buses from Sacramento. Service is also available from Marysville and East Nicolaus.

Bicycle Transportation

A shared roadway is provided on this segment.

RIGHT OF WAY

Existing right of way width varies from 220 feet to 300 feet (67m to 91m). Right of way should be sufficient for projected needs within the 20 year Concept period.

Functional Classification Information		Highway Log Right of Way Information	
Functional Classification:	Principal Arterial		
National Highway System (NHS):	Other NHS		
Access Control:	Freeway		
National Truck System:	Terminal Access Route		
Scenic Route:	Non Scenic		
Lifeline Route:	Non Lifeline		
Statewide Significance:	Focus Route		
		<i>Meters</i>	<i>Feet</i>
		Avg. Median Width:	14.02 46.00
		Avg. Lane Width:	3.66 12.00
		Avg. Shoulder Width:	3.05 10.00
		Number of Lanes:	4
		<u>General Comments:</u>	
		Median width changes at Catlett Road (PM 6.891) from 14 meters to 18.28 meters and reverts back to 14 meters at the SR 99/70 Wye (PM 7.521).	

Projects Planned (Non-funded)		Projects Programmed (Funded)	
2001 PCTPA RTP	Construct Placer Parkway between SR 65 and SR 70/99 (2025) \$180M	2002 SHOPP	Widen westbound approach on SR 99 at Elverta Road (Sacramento County PM 35.4) and Riego Road (Sutter County PM 0.95) and rephase signals (2004) \$5.66M
2025 SACOG MTP	Construct 4-lane interchange at SR 99/70- Sankey Road. (2025) \$2.5M	2002 STIP	Add left turn lanes on Riego Road. Environmental and design phase. \$1M

Traffic Data	Land-Use Data
Peak Period Direct Split: 65%	Land Use Zone: Agriculture
% Traffic Growth Per Year: 5%	Terrain: Flat
	Future-20yr. Land Use: Agriculture and Industrial

Traffic Analysis

Year	AADT	PkHrVol	V/CRatio	LOS	Comments
2000	28,100	2,900	0.49	B	
2010	41,300	4,200	0.71	C	
2020	54,400	5,500	0.93	E	

Accident Rates

Total Accident Rate: 47%

Compares the actual segment accident rate with the statewide average rate on facilities of this type. Note: 100% equals the statewide average.

Fatality-plus-Injury Accident 55%

Compares the actual fatality-plus-injury rates with the statewide average rate on facilities of this type. Note: 100% equals the statewide average.

Note: Represents accident data from Oct 1997 to September 2000

Truck Volumes

	Daily Truck Volumes		% Trucks of Truck AADT	% Trucks of Total AADT
3 Axle	593	3 Axle	17.6%	2.1%
4 Axle	492	4 Axle	14.6%	1.8%
5+ Axle	1,349	5+ Axle	40.0%	4.8%
Total:	2,435	Total:	72.2%	8.7%

Air Quality

The following information is a brief overview only. For specific environmental information, contact California Department of Transportation District 3 Environmental Offices.

Air Basin: Sacramento Valley

Federal Air Quality Area Designations:

CO: Attainment/Unclassified **PM10:** Unclassified/Attainment **Ozone:** Severe

Local and Regional Planning Agencies

RTPA/MPO

Sacramento Area Council of Governments (SACOG)
1415 L Street, Suite 300
Sacramento, CA 95816
(916) 321-9000

Air Quality District

Sacramento Metro Air Quality Management District
777 12th Street, 3rd floor
Sacramento, CA 958141-908
(916) 874-4800

County Planning Department

County of Sutter
Sutter County Community Services Department, Planning
1160 Civic Center Blvd., Suite E
Yuba, CA 95993
(530) 822-7400

Congestion Management Agency

No CMA in County

City Planning Department

No incorporated city governments along segment

**■ Response to Comment Letter 9
State of California, Department of Transportation (Caltrans)
(October 29, 2003)**

Response to Comment 1

This comment contains general information and is not a comment on an environmental issue. Therefore, no further response is required.

Response to Comment 2

The standards of significance used in the Final EIR to identify impacts on the portions of SR-65, SR-70/99 and I-80 that are within the project study area are consistent with the level of service “E” standard for those roadway segments suggested by Caltrans’ Transportation Concept Reports. The Introduction to Caltrans’ Transportation Concept Report (TCR) states that “it is important to note that TCRs provide concept information and do not determine policy.” While these standards were not listed under Regulatory Setting, they were used in the traffic impact analysis. The text of Section 4.3.3 (Transportation and Circulation, Regulatory Setting) has been revised as follows:

■ Federal and State

There are no known federal ~~or State~~ standards that would directly affect the transportation and circulation aspects of the SOI Amendment Area. However, with respect to state regulations, Caltrans’ Transportation Concept Reports for SR-65, SR 70/99, and I-80 provides relevant background information and guidance.

Response to Comment 3

As noted by the commenter, the project will increase traffic volumes on State Highways by approximately 1.4 percent under 2020 conditions. The Final EIR identifies the need for regional cooperation in dealing with increased traffic volumes on the States Highway system. The City is open to discussions regarding a regional fair share traffic fee program to fund improvements for the State Highway System. For example, development within the City of Roseville already participates in two regional traffic impact fee programs for city traffic impacts and regional traffic impacts. However, the development of a program for regional roadway improvements cannot be relied upon as mitigation because agency approvals necessary to develop such a program have not been granted at this time. The improvements identified by the commenter were evaluated in the traffic analysis. Because such programs are not currently in place, and because improvements to State Highways are within the responsibility and jurisdiction of the State, these impacts have been identified as significant and

unavoidable. Refer to Response to Comment 8-9 for an additional discussion of the State Highway System.

Response to Comment 4

Refer to Response to Comment 9-3 for a discussion of the feasibility of relying upon regional transportation improvements as mitigation for the proposed project, including the use of fair share fee programs to address the State Highway System. Refer to Response to Comment 8-1 for a discussion of traffic flow.

Response to Comment 5

The travel forecasting process for the Final EIR did not involve any changes in conventional modeling practices. The Placer County Travel Demand Model that was used to conduct travel forecasts for the Final EIR has the same general four-step structure as the Sacramento Area Council of Government's (SACOG's) regional travel model. The Final EIR provides some general discussion on how these conventional travel models will redistribute travel when additional development, such as the proposed project, is added and the model is rerun. When a large number of additional dwelling units is added as with the proposed project, the rerun model changes the regional travel patterns that were predicted under No Project conditions through a redistribution of trips. It thus reflects the changed mix in jobs and housing in South Placer County with and without the proposed project. The Final EIR explains on pages 4.3-51 and 4.3-52 that the redistribution of travel does not give the same result as simply layering on project trips to No Project traffic volumes and that such a layering process is not an appropriate way to forecast travel patterns with the proposed project. Thus, the City's policy of promoting a jobs-housing balance did not affect the outcome of the modeling.

Response to Comment 6

The transportation improvements assumed by year 2020 are all included within the Metropolitan Transportation Plan and/or within local or regional traffic mitigation fee programs. These improvements are therefore already budgeted for or slated for budgeting. As such, it is reasonable to assume that these projects would be in place by year 2020. The City is entitled to rely on reasonable assumptions in forecasting impacts and need not examine speculative scenarios.

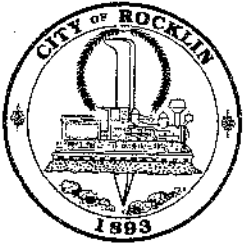
Response to Comment 7

Refer to Response to Comment 5-2 for a discussion of Placer Parkway.

Response to Comment 8

As requested, the City of Roseville will provide Caltrans with future documents, studies, or reports that address transportation and circulation issues associated with the proposed project, as they are made available to the public.

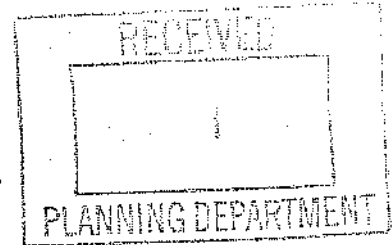
City of Rocklin



3970 Rocklin Road
Rocklin, CA 95677-2720
916-625-5000
TDD 916-632-4187
www.ci.rocklin.ca.us

October 29, 2003

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



RE: Draft EIR – West Roseville Specific Plan
and Sphere of Influence Amendment

Ms. Pease:

The City of Rocklin Community Development Department has reviewed the Draft EIR for the West Roseville Specific Plan and Sphere of Influence Amendment. The EIR addresses the impacts of annexation and subsequent development of 5,527 acres west of the existing City limits of Roseville south of Nichols Road and west of Fiddymont Road. The proposed West Roseville Specific Plan would allow for 8,430 dwellings units, 1774 of which would be in the high-density category. Also provided for in the plan are 177 acres for commercial, business professional and industrial uses.

10 - 1

The City of Rocklin is very concerned about the impact of the project on Rocklin streets. The Transportation and Circulation section, pages 4.3-70 and 4.3-71, discuss the impacts on Rocklin streets to occur on Sunset Boulevard, between Whitney Blvd. and Pacific Street; and Sunset Boulevard, between Park and Stanford Ranch Road. In both cases the impact is identified as increased traffic resulting in the two roadway segments on Sunset Boulevard to be widened to six (6) lanes. The discussion goes on further to state that the impacts would be mitigated if Rocklin were to implement its current CIP (Capital Improvement Program) that calls for the widening to six lanes.

10 - 2

While the discussion regarding Sunset Boulevard seems to be accurate, the document falls short of fully identifying and analyzing the traffic on Stanford Ranch Road between Fairway Drive and the Highway 65 Interchange. The east half of this roadway segment is in Rocklin while the west side is in Roseville. The roadway experiences congestion that we believe could worsen by the proposed project. Therefore the EIR needs to address this area and identify appropriate mitigation as necessary.

10 - 3

Sincerely,

Terry A. Richardson
Community Development Director

TAR:ts

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Response to Comment Letter 10
City of Rocklin (Terry Richardson) (October 29, 2003)

Response to Comment 1

This comment contains general information regarding the project description and is not a comment on an environmental issue. Therefore, no further response is required.

Response to Comment 2

This comment correctly restates the impact and mitigation measures identified in the Final EIR. No further response is required.

Response to Comment 3

Compared to the 2020 No Project scenario, the peak hour traffic volumes for this segment of Stanford Ranch Road would not be significantly greater with the proposed project, which consists of both the WRSP and the Remainder Areas. As shown in Table K-2, which is provided in Appendix K of the Final EIR, the intersections of Stanford Ranch Road with Fairview Drive and Five Star Boulevard would all operate at LOS C or better conditions with development of the proposed project. Therefore, no mitigation is required for this segment of Stanford Ranch Road. The City of Roseville's Capital Improvement Program assumes modest improvements to the geometry and phasing of these intersections.

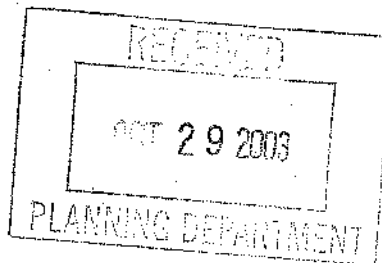


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Thomas J. Christoffe, Air Pollution Control Officer

October 29, 2003

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



Subject: Draft Environmental Impact Report for the West Roseville Specific Plan and Sphere of Influence Amendment.

Dear Ms. Pease,

Thank you for submitting the above referenced documents to the Placer County Air Pollution Control District (District) for review and comment. Build out of the Sphere of Influence Amendment (SOIA) area covered by the Draft Environmental Impact Report (DEIR) was not anticipated when the 1994 State Implementation Plan (SIP) was prepared for the Sacramento Federal Ozone Non-attainment Area (SOFNA), and therefore the increase in ozone precursor emissions resulting from this area have not been accounted for in the SIP. Development in this area under the current proposal will substantially impact the SFONA's ability to attain health based ambient air quality standards based on the control strategies developed in the 1994 Plan. The SFONA is required to attain the federal ozone standard by November 2005, or face significant consequences from the United States Environmental Protection Agency (EPA) regarding federal funding for transportation projects and increased air quality fees on job producing businesses within the City of Roseville and Placer County. Build out of the SOIA area under the current Placer County General Plan designations would not jeopardize the SFONA's ability to attain the federal ozone standards.

11-1

11-2

The DEIR has accurately characterized the air quality impacts that will occur with build out of the DEIR study area. Impacts to air quality resulting from construction activity and long term operation of the new developments will result in significant air quality impacts to the City of Roseville, Placer County and the SFONA.

11-3

Construction activities normally occur during the ozone season of May through October, depending on seasonal rains. While construction impacts are characterized as short-term, build out of the SOIA area will occur over a number of years, during which the region is required to demonstrate attainment of federal ozone standards (2003-2005). The addition of 900 to 1800 pounds per day of ozone precursor emissions from construction equipment into the air basin could contribute substantially to a daily exceedance of the federal ozone standard, thereby preventing the region from demonstrating attainment.

11-4

The Mitigation Measures proposed for construction activity should be consistent for the entire SOIA area (WRSP & Remainder Area). It is not clear why Mitigation Measure 4.4-1 is required of the "Remainder Area", instead of Mitigation Measure 4.4-2. Construction emission estimates for all areas within the SOIA area will exceed the District's significance thresholds and therefore should implement all the same mitigation measures. No additional environmental documentation would be required for future projects within the "Remainder Area" that are consistent with the emission estimates provided in the DEIR.

11-5

The District has the same concerns regarding Mitigation Measures 4.4-3 and 4.4-4. The DEIR appears to be setting a double standard when it comes to mitigating construction impacts from the West Roseville Specific Plan Area and the Remainder Area. In addition, the District recommends amending the third bullet item in Mitigation Measure 4.4-3. The current wording and mitigation strategy has changed within the last year to provide the contractor more flexibility in meeting construction emission reduction goals. This measure has been made a condition of approval and implemented by other projects within Placer County and is considered feasible for this project to implement. The new wording is as follows:

11-6

Contractors shall provide a plan for approval by the Placer County Air Pollution Control District demonstrating that the heavy-duty (> 50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve a project wide fleet-average 30 percent NOx reduction and 45 percent particulate reduction compared to the most recent CARB fleet average. Acceptable options for reducing emissions may include use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available.

11-7

The DEIR estimates (Table 4.4-6) that long-term operational emissions from build-out of the DEIR study area will be approximately 20,000 pounds per day of ozone precursor emissions (ROG & NOx). For comparison purposes, if a stationary source, like Hewlett Packard, proposed a development that required a District Permit to Operate, with 20,000 pounds per day of ozone precursor emissions, they would have to purchase millions of dollars of emission reduction credits (if they were available) in order to locate the new development within the SFONA. In addition, build out of the SOIA area under the existing Placer County General Plan designations and zoning would result in less than 5% of the estimated emissions for the SOIA area. It should also be noted that mitigation measures being required of Placer County projects would result in fewer emissions from the SOIA area when compared to the proposed mitigation measures in the DEIR. While the development proposal for the WRSP area includes a number of "air quality friendly" smart growth design features, future projects in the SOIA area should be required to implement additional on-site design measures to further reduce the significant air quality impacts identified in the DEIR.

11-8

The following is a list of measures that should be required of all new development within the Sphere of Influence Amendment area covered by the DEIR. These measures have been made conditions of approval and implemented by other projects within Placer County and are considered feasible for this project to implement:

- HVAC units shall be equipped with PremAir (or other manufacturer) catalyst system if available and economically feasible at the time building permits are issued. The PremAir catalyst can convert up to 70% of ground level ozone that passes over the condenser coils into oxygen. The PremAir system is considered feasible if the additional cost is less than 10 percent of the base HVAC unit.
- Provide conductive/inductive electric vehicle charging stations and signage prohibiting parking for non-electric vehicles at commercial and industrial land uses throughout the Sphere of Influence Amendment area.
- Provide preferential parking for carpools in the commercial and industrial park land uses.
- Require all flat roofs in the commercial and industrial land uses to have a white or silver cap sheet to reduce energy demands.
- All truck loading and unloading docks shall be equipped with one 110/208 volt power outlet for every two dock doors. Diesel trucks shall be prohibited from idling more than five minutes and must be required to connect to the 110/208 volt power to run any auxiliary equipment. Signage shall be provided.

11-9

The seventh bullet item under Mitigation Measure 4.4-5 should be amended by removing the words, "If feasible". Gas powered landscape maintenance equipment should be prohibited through CC&Rs for all residential development throughout the Sphere of Influence Amendment area. The Bickford Ranch development within Placer County includes this requirement within their Specific Plan.

11 - 10

The last bullet item under Mitigation Measure 4.4-5 recommends that the project "could" implement an off-site mitigation program to achieve additional emission reductions. This mitigation strategy is the back-bone to the District's efforts to reduce emissions from land use projects as required by the 1994 State Implementation Plan, and should be mandatory for all future projects within the Sphere of Influence Amendment area. Numerous projects throughout Placer County have implemented this mitigation strategy, thereby reducing tons of emissions from the Sacramento Valley Air Basin portion of Placer County that would not otherwise be removed. If the applicant does not want to implement their own off-site mitigation program, they can pay an in-lieu fee into the District's Offsite Mitigation Fund. The District obtains real, quantifiable ozone precursor emission reductions from existing sources within the City of Roseville and Placer County that are not required to reduce their emissions by current State law or District regulation. In addition to reducing ozone precursor emission, the offsite mitigation strategy reduces toxic air contaminants within Placer County by funding projects that reduce diesel emissions.

11 - 11

The District recommends that the first sentence of the offsite mitigation measure be replaced with the following wording to be consistent with mitigation strategies in the rest of Placer County and to reduce this project's impacts to the extent feasible:

11 - 12

- All future development within the Sphere of Influence Amendment area shall be required to implement an offsite mitigation program, coordinated through the PCAPCD, to offset their long-term operational ozone precursor emissions. Offsite mitigation strategies.....

The discussion under the "City of Roseville Transportation System Management Ordinance" on Page 4.4-14 states that "Operational emissions exceeding Placer County APCD thresholds would be minimized under this ordinance." The text appears to indicate that this measure alone would reduce impacts below the significance threshold. Long-term operational emissions from build out of the SOIA area would be slightly reduced as a result of the City's TSM Ordinance.

11 - 13

The mitigation measures listed in the DEIR and those recommended above should be made conditions of project approval and the West Roseville Specific Plan should be amended to include all mitigation measures as development standards within the Specific Plan.

11 - 14

The cumulative impacts to air quality from development in the SOIA area combined with the numerous other major development projects (Placer Vineyards, De la Salle/AKT University, Placer Ranch) planned just west of this study area will make it extremely difficult for Placer County and the SFONA to demonstrate attainment of health based ambient air quality standards. It is crucial that all feasible mitigation measures be adopted for this project and all of the proposed projects if approved. Failure to do so is a violation of the California Environmental Quality Act and a failure to protect the residents of the City of Roseville and Placer County from adverse air quality to the extent feasible.

11 - 15

If you have any questions or concerns, please call me at (530) 889-7131.

Sincerely,


David A. Vintze
Senior Planner

**Response to Comment Letter 11
Placer County Air Pollution Control District (October 29, 2003)**

Response to Comment 1

This comment contains general introductory information and is not a comment on an environmental issue. Therefore, no further response is required.

Response to Comment 2

This comment is consistent with the discussion provided on pages 4.4-6, 4.4-10, 4.4-11, and 5-56 through 5-57, Section 5.5, of the Final EIR of the project-specific and cumulative impacts associated with operational air quality emissions. Technically, development of the WRSP would not jeopardize the ability of the Sacramento Federal Ozone Non-attainment Area (SFONA) to attain federal ozone standards by 2005. Attainment of ambient air quality standards is demonstrated by actual ambient air pollutant concentrations that are measured within the applicable air basin. In the case of development proposed within the SOI Amendment Area, it is unlikely that any development would be completed and generating new sources of operational emissions by November 2005. Some construction activities are expected to begin by this time; however, construction equipment and activities are an existing and ongoing source of emissions throughout the SFONA and their use for development proposed within the SOI Amendment Area would not be expected to jeopardize attainment of federal ozone standards as envisioned in the 1994 State Implementation Plan (SIP).

Because the development of the SOI Amendment Area is not currently planned in the City of Roseville General Plan or the Placer County General Plan, development of this area could make it more difficult for the SFONA to maintain the ambient air quality levels that would otherwise be attained without this development. The Final EIR considers this to be a significant and unavoidable cumulative impact on regional air quality. If the development is approved by the City of Roseville, the City's General Plan would be amended, and the SOI Remainder Area would become part of the baseline in any future air quality plans for the region.

It is acknowledged that growth associated with the SOI Amendment Area will hinder the ability of the District to bring the region into attainment status.

Response to Comment 3

This comment confirms that the Final EIR has accurately characterized the air quality impacts that would occur with development of the SOI Amendment Area.

Response to Comment 4

Refer to Section 4.4 of the Final EIR, pages 4.4-18 through 4.4-22, regarding the construction-related air quality impacts of the proposed project. In addition, refer to Response to Comment 11-2 for a discussion of the minimal potential construction air quality impacts that would occur by November 2005.

Response to Comment 5

This EIR has been prepared at two levels of specificity. Consistent with Section 15146 of the CEQA Guidelines, this EIR analyzes the project-specific impacts of implementing the proposed WRSP (which includes implementation of the WRSP, amending the City's sphere of influence to include the WRSP Area, and annexing the WRSP Area to be within the City's jurisdiction). The EIR also analyzes, at a programmatic level, the effects of amending the City's sphere of influence outside of the WRSP Area to include the Remainder Area. While no specific development plan is proposed for the Remainder Area at this time, the EIR analysis is based on reasonable assumptions regarding potential land uses in the Remainder Area, for the purpose of providing a complete programmatic environmental analysis. Although the WRSP and Remainder Areas are at different stages in the planning process, they are related geographically and as logical parts in a chain of contemplated actions. Therefore, by providing a dual level of analysis (project-level for the WRSP and programmatic-level for the Remainder Area), the significant environmental effects of developing both areas are fully considered, allowing foreseeable impacts to be disclosed, rather than providing segmented and separate analyses.

In addition, Section 1.3 (Type of EIR) of the Final EIR states that: "With respect to future development projects that may be proposed in the Remainder Area, Section 15168(c) of the CEQA Guidelines states that subsequent activities should be examined in light of the Program EIR to determine whether additional environmental documentation must be prepared. If a later activity would have significant effects that were not examined in the Program EIR, or if new or different mitigation measures or alternatives become available to reduce previously disclosed impacts, subsequent environmental documentation must be prepared, consistent with Sections 15162 through 15164 of the CEQA Guidelines. Prior to the City's consideration of specific development proposals in the Remainder Area, specific plans must be prepared and the area must be annexed into the City's jurisdiction; therefore, additional project-level environmental review, involving development of project-level mitigation will be required. No entitlements are being requested or considered for the Remainder Area, and approval of the WRSP does not provide any *de facto* entitlements to the Remainder Area.

Because the environmental review for the Remainder Area is at a programmatic level, rather than a project level, as for the WRSP Area, the mitigation measures identified for the Remainder Area are generally programmatic as well and are based on compliance with performance standards, where

appropriate. As such, the proposed mitigation measures for the Remainder Area do not need to be enforceable as conditions of approval at this time. They therefore require less specificity.

Response to Comment 6

Refer to Response to Comment 11-5.

Response to Comment 7

Based on the recommendation of the Placer County Air Pollution Control District (PCAPCD), the text of MM 4.4-3, on pages 4.4-34 and 4.4-35 of the Final EIR, has been revised as follows:

MM 4.4-3: *Reduction of Construction Emissions (Impact 4.4-2 – WRSP)*

- The prime contractor shall submit to the PCAPCD a comprehensive inventory (i.e., make, model, year, emission rating) of all the heavy-duty off-road equipment (50 horsepower or greater) that will be used an aggregate of 40 or more hours for the construction project. District personnel, with assistance from the California Air Resources Board, will conduct initial Visible Emission Evaluations of all heavy-duty equipment on the inventory list.
- An enforcement plan shall be established by the contractor in conjunction with the air district to weekly evaluate project-related on- and off-road heavy-duty vehicle engine emission opacities, using standards as defined in California Code of Regulations, Title 13, and Sections 2180—2194. An Environmental Coordinator, CARB-certified to perform Visible Emissions Evaluations (VEE), shall routinely evaluate project-related off-road and heavy-duty on-road equipment emissions for compliance with this requirement. Operators of vehicles and equipment found to exceed opacity limits will be notified and the equipment must be repaired within 72 hours.
- Contractors shall provide a plan for approval by the PCAPCD demonstrating that the heavy-duty (>50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve a project-wide fleet average 30 percent NO_x reduction and 45 percent particulate reduction compared to the most recent CARB fleet average. Acceptable options for reducing emissions may include use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available.
- Construction contracts shall stipulate that at least 20% of the heavy duty off-road equipment included in the inventory be powered by CARB certified off-road engines, as follows:

175 hp – 750 hp	—————	1996 and newer engines
100 hp – 174 hp	—————	1997 and newer engines
50 hp – 99 hp	—————	1998 and newer engines

~~In lieu of or in addition to this requirement, an applicant can use other measures to reduce particulate matter and nitrogen oxide emissions from their project through the use of emulsified diesel fuel and or particulate matter traps. The District should be contacted to discuss this measure.~~
- Minimize idling time to 10 minutes.

- Use low sulfur fuel for stationary construction equipment, if feasible.
- Utilize existing power sources (e.g., power poles) or clean fuel generators rather than temporary power generators.
- Use low emission on-site stationary equipment.

Response to Comment 8

This comment points out the differences in requirements applicable to mobile and stationary sources and expresses the opinion of the PCAPCD that additional on-site design (mitigation) measures should be implemented for future projects in the SOI Amendment Area to further reduce the significant air quality impacts identified in the Final EIR. The specific measures recommended by the PCAPCD are discussed in the following response; therefore, refer to Response to Comment 11-9 for a discussion of proposed and recommended on-site design (mitigation) measures.

Response to Comment 9

In their response letter to the Notice of Preparation circulated for the WRSP and SOI Amendment EIR, the PCAPCD recommended a number of measures that could be implemented to reduce the operational impacts of new development projects. Several of these measures are included in the design of the WRSP and SOI Amendment Area and would help to reduce the operational emissions that would otherwise be generated by the proposed land uses. Specific measures recommended by the PCAPCD that are characteristics of the WRSP and SOI Amendment Area include the following:

- Site design to minimize the need for external trips by including services/facilities for day care, banking/ATM, restaurants, vehicle refueling, and shopping
- Create/increase buffer zones between a sensitive receptor and pollution source
- Construction/enhancement of a Park and Ride lot
- Site design to maximize bicycle access to and within then project and/or provide bicycle parking
- Include Class II bicycle lanes in new development
- Provide mixed-use development in order to achieve a balance of commercial, employment, and housing options within the project site or its immediate environment
- Provide higher density land uses around activity centers, transportation nodes and transit corridors

Other characteristics of the WRSP and SOI Amendment Area that would help to reduce potential operational air emissions include the following:

- Provide wide sidewalk and pedestrian paths with direct connections to surrounding land uses
- Provide street lighting for pedestrian safety
- Provide pedestrian signalization and signage
- Provide shade trees to shade sidewalks for pedestrians

- Provide pedestrian safety designs and infrastructure at crossings
- Provide primary and secondary schools within walking or bicycling distance of the proposed land uses

In addition to these measures, the existing environment around the WRSP and SOI Amendment Area and the interaction between the WRSP and SOI Amendment Area provides amenities that would help to encourage non-motor vehicle transportation by future residents, customers, and employees of the two development areas. These amenities include the following:

- Sidewalks and walking paths provided to most destinations in the surrounding area
- Street trees that provide moderate of the sidewalks and pedestrian paths
- Most destinations within the vicinity accessible by pedestrians
- A moderate number and variety of visually interesting features and uses in the vicinity that encourage pedestrian activity
- Some streets have enhanced safety for pedestrians (e.g., separations between streets and pedestrian paths)
- A high degree of pedestrian safety from crime
- Visually interesting walking paths
- Transit service within walking distance of uses within the project sites
- Moderate coverage of the area with interconnected bikeways
- Some bicycle routes have paved shoulders to provide increased safety
- Safe speed limits of 30 mph or less along some bicycle routes
- A moderate number and variety of visually interesting features and uses in the vicinity that encourage bicycle activity
- A parking ordinance that requires unprotected bike racks at all new commercial uses

Based on this information, and in response to this and other comments regarding the issue, the operational emissions associated with the WRSP and Remainder Area have been recalculated using the URBEMIS 2002 computer model developed for the California Air Resources Board, the trip generation data presented in the traffic analysis and Section 4.3 (Transportation and Circulation) of the Final EIR, the internal trip reduction and mode-shift reduction characteristics of the mixed-use interaction of the proposed projects and the surrounding land uses, and the design features of the WRSP and Remainder Area projects, discussed above. Table 4.4-6 from the Final EIR has been revised to reflect the results of this effort. The Final EIR only identified the daily emissions that would be expected to occur during the winter when woodstoves and fireplaces are used. The emissions totals, shown in the revised Table 4.4-6 below, are substantially lower than those shown in the Final EIR for all emissions with the exception of PM₁₀ emissions generated during the winter.

Table 4.4-6 Comparison of Placer County APCD Thresholds and Project Emission Levels in Pounds per Day Before Mitigation

Thresholds	WRSP				Remainder Area				WRSP and SOI Amendment	
	Emissions (lb/day)			Operation Exceeds Threshold?	Emissions (lb/day)			Operation Exceeds Threshold?	Total Operational Emissions	
	Area Source	Vehicle	Total Operational Emissions		Area Source	Vehicle	Total Operational Emissions			
Winter Emissions										
ROG	82	7,231.50	269.33	7,500.83	Yes	6,350.71	241.15	6,591.89	Yes	14,092.72
NO _x	82	312.40	295.65	608.05	Yes	276.98	266.12	543.10	Yes	1,151.15
CO	550	10,522.47	2,853.90	13,376.67	Yes	9,241.90	2,569.24	11,811.14	Yes	15,187.81
PM ₁₀	82	1,520.89	680.83	2,201.72	Yes	1,335.61	613.33	1,948.93	Yes	4,150.65
Summer Emissions										
ROG	82	429.61	334.99	764.60	Yes	377.42	288.12	665.54	Yes	1,430.14
NO _x	82	174.14	210.39	384.54	Yes	155.57	189.36	344.92	Yes	729.46
CO	550	114.07	2,760.63	2,874.70	Yes	100.97	2,486.49	2,587.46	Yes	5,462.16
PM ₁₀	82	0.37	680.83	681.20	Yes	0.33	613.33	613.65	Yes	1,294.85

SOURCE: URBEMIS 2002, EIP Associates, November 2003.

The potential emissions for the proposed uses were also calculated for a base case scenario without the internal trip reduction and mode-shift reduction characteristics of the mixed-use interaction of the proposed uses and the surrounding land uses, and the design features of the WRSP and Remainder Area projects. These emissions are compared with the daily emissions identified in Table 4.4-6. This comparison is provided in Table 13-5. As shown for the WRSP, the reduction of each pollutant type ranges from 0.34 to 4.75 percent during winter and 2.77 to 9.14 percent during summer. The reduction of each pollutant type for the Remainder Area development ranges from 0.34 to 4.61 percent during winter and 2.84 to 9.03 percent during summer.

Table 13-5 Daily Reduced Operational Emissions

Pollutant	WRSP				Remainder Area			
	Emissions (lb/day)			Percent Reduction	Emissions (lb/day)			Percent Reduction
	Total Unreduced Emissions	Total Reduced Emissions	Total Reduction		Total Unreduced Emissions	Total Reduced Emissions	Total Reduction	
Winter Emissions								
ROG	7,526.23	7,500.83	25.40	0.34	6,614.53	6,591.89	22.64	0.34
NO _x	638.34	608.05	30.29	4.75	569.33	543.10	26.23	4.61
CO	13,658.89	13,376.67	282.22	2.07	12,062.53	11,811.14	251.39	2.08
PM ₁₀	2,270.27	2,201.72	68.55	3.02	2,009.83	1,948.93	60.90	3.03
Summer Emissions								
ROG	786.36	764.60	21.76	2.77	684.96	665.54	19.42	2.84
NO _x	406.30	384.54	21.76	5.36	363.58	344.92	18.66	5.13
CO	3,148.83	2,874.70	274.13	8.71	2,831.47	2,587.46	244.01	8.62
PM ₁₀	749.75	681.20	68.55	9.14	674.55	613.65	60.90	9.03

SOURCE: URBEMIS 2002, EIP Associates, November 2003.

Table 13-6 Air Quality Mitigation Measures Not Implemented for the WRSP

Mitigation Measures Recommended by PCAPCD	Reason for Not Including with the WRSP
<p>Join a local Transportation Management Association (TMA) and prepare employer-based trip reduction plans. (54)</p> <p>Establish telecommuting programs, alternate work schedules, and satellite work centers. (55)</p> <p>Provide funds for online computer rideshare matching. (63)</p> <p>Site design to maximize telecommunication including an appropriate network infrastructure. (65)</p> <p>Provide satellite work offices when appropriate. (66)</p> <p>Design/establish telecommuting programs for office/industrial complexes. (67)</p> <p>Offer low cost financing to employees for the purchase of telecommuting equipment, or lend company-owned equipment. (68)</p> <p>Provision for transit-use incentives such as subsidized transit passes, accommodation of "unusual" work schedules to allow for transit schedules. (79)</p> <p>An employer subsidized free or reduced transit fares for midday business district trips. (82)</p> <p>An employer subsidized shuttle service to connect to existing transit sites. (86)</p> <p>Operation of a shuttle bus to shopping, health care, public services sites, and other nearby trip attractors to reduce automobile use. (87)</p>	<p>As discussed on page 4.4-15 of the Final EIR, the City's Transportation Systems Management (TSM) Ordinance would require companies with more than 50 employees to prepare a TSM plan that promotes the use of alternative modes of transportation. Many of these measures will help the individual employers comply with the TSM Ordinance. However, under the conditions of Senate Bill 437, which was approved in 1995 and subsequently became section 40717.9 of the California Health and Safety Code, public agencies are prohibited for requiring employers to implement employee trip reduction plans unless the program is expressly required by federal law and the elimination of the program will result in the imposition of federal sanctions, including, but not limited to, the loss of federal funds for transportation purposes. Therefore, neither the PCAPCD nor the City of Roseville can require these specific measures be implemented in the WRSP.</p>
<p>Design parking areas with less emphasis on "convenience." (56)</p> <p>Include a limited number of parking spaces in project design. (57)</p>	<p>The parking lots within the WRSP site would be designed to best meet the needs of the owners, employees, and customers of the nonresidential uses. A design that provides less convenience or parking spaces for these people could result in greater emissions as people stay in their car longer while driving around looking for the most convenient parking space.</p>
<p>Parking pricing strategies, such as charging parking lot fees to low occupancy vehicles. (61)</p>	<p>Individual property owners may choose to require paid parking for employees and/or visitors to cover the costs associated with property maintenance and/or to reduce the number of vehicle that would otherwise park there. However, since no other commercial uses within the City require people to pay to park, requiring paid parking would reduce the number of customers that would visit the site and jeopardize the success of the business at this location. These customers would, instead, go elsewhere and not reduce the emissions associated with their vehicle trips. Employees that have to pay to park at their work location typically park outside of the property and do not reduce their commuting trips.</p>
<p>Design "Shop-by-Telephone" or "Shop-by-Computer" services. (69)</p> <p>Establish delivery services. (88)</p>	<p>Individual stores or companies within the WRSP site may choose to make their products or services available via telephone, computer, or delivery. However, this is the choice of the individual stores and companies. The City will not require this as a condition of operation within the WRSP site.</p>
<p>Provide individual private telephones for patients at medical facilities, which allows for "visits without trips." (70)</p>	<p>Any potential medical facilities may provide individual telephones as a service for its patients. However, since most modern hospital rooms serve only one or two patients and at least one telephone, requiring this of the proposed medical facility would only add to its operating costs and would not be expected to reduce the number of trips made by people visiting patients.</p>
<p>Purchase abandoned railroad rights-of-way for future transit line, bikeway or hiking uses. (71)</p> <p>Develop or improve bicycle/pedestrian paths between destinations using public and/or utility rights-of-way. (92)</p>	<p>These measures are best implemented by local jurisdictions, not by private developers.</p>
<p>Validation of a transit ticket to provide free return trip. (80)</p> <p>Sell transit passes. (81)</p>	<p>Individual stores or companies within the WRSP site may choose to validate or sell transit tickets to encourage transit users to visit their establishments. However, this is the choice of the individual stores and companies. The City will not require this as a condition of operation within the WRSP site.</p>
<p>Free transfers between all shuttles and transit. (83)</p>	<p>This measure is best implemented by local transit providers that want to encourage use of their services. Individual project developers cannot implement this measure.</p>

Table 13-6 Air Quality Mitigation Measures Not Implemented for the WRSP

Mitigation Measures Recommended by PCAPCD	Reason for Not Including with the WRSP
An employer/developer provided locker room/showers to employees whom bicycle. (90)	Individual employers within the project site may choose to provide locker rooms/showers for employees. However, this would add to the amount of space that the companies need to own/lease/improve and, therefore, is the choice of the individual stores and companies. The City will not require this as a condition of operation within the WRSP site.
Contribute funding toward the purchase and operation of air quality monitoring equipment. (95) Provide a location for air quality monitoring equipment. (96)	These measures would help the PCAPCD monitor existing ambient air quality conditions in the City of Roseville. However, they would not do anything to reduce the emissions associated with the WRSP.
Install photovoltaic roofing tiles for solar power. (101)	While it may be financially beneficial for the project to utilize roof photovoltaic energy systems, especially if there is the potential for controlled temporary blackouts in the near future, this is a decision for the project developers and the future owners and tenants of the individual buildings. The City does not require property owners to install, utilize, and maintain private energy systems.

SOURCES: PCAPCD 2003; EIP Associates 2003

In response to this and other comments provided by the PCAPCD regarding project mitigation, the text of MM 4.4-5, on pages 4.4-35 through 4.4-37, has been revised as follows:

MM 4.4-5: Reduction of Operational Emissions (Impact 4.4-5 – WRSP)

~~Each developer will need to reach an agreement with the Placer Air Quality District concurrent with any subdivision or design review permit on air quality mitigation measures. Measures that could be implemented in order to reduce vehicle emissions and other operational emissions could include the following receipt of an application for a Tentative Map (excluding the large lot subdivision map) or Design Review Permit, the City will forward an early consultation notice to the Placer County Air Quality District (PCAQD). Where the PCAQD provides comments on a specific development proposal, the City shall work with PCAQD and the developer to incorporate any measures recommended by the PCAQD into the project. Where the PCAQD does not provide comment on a specific development proposal, the City shall incorporate measures that reduce vehicle emissions and operational emissions from the proposed development. These measures will be implemented through project design, conditions of approval, noticing and disclosure statements, or through the City's plan check and inspection processes. The following is a listing of potential measures that could be implemented for the purpose of reducing vehicle and operational emissions:~~

Measures Applied to Tentative Maps and Design Review Permits

Provide tree plantings that meet or exceed the requirements of the City's Community Design Guidelines to provide shading of buildings and parking lots.

~~To the extent feasible, landscape with native drought-resistant species~~ plants (plants, trees, and bushes, ground covers, shrubs, and trees) to reduce the demand for with particular consideration of plantings that are not reliant on gas-powered landscape maintenance equipment.

~~Use of low VOC coatings per District Rule 218 Architectural Coatings.~~

Require all flat roofs on non-residential structures to have a white or silver cap sheet to reduce energy demand.

Provide conductive/inductive electric vehicle charging stations and signage prohibiting parking for non-electric vehicles within designated spaces within non-residential developments.

Configure parking to minimize traffic interference.

Provide vanpool parking only spaces to accommodate vanpools in employment areas (e.g., community commercial, business-professional, and industrial uses).

Provide preferential parking for carpools and vanpools in employment areas (e.g., community commercial, business-professional, and industrial areas).

All truck loading and unloading docks shall be equipped with one 110/208-volt power outlet for every two-dock doors. Signs shall be posted stating "Diesel trucks are prohibited from idling more than five minutes and trucks requiring auxiliary power shall connect to the 110/208 volt outlets to run auxiliary equipment."

Provide all day vehicle parking lots and secured bicycle storage near rail stations, transit stops, and freeway access points.

Develop the Class I, II, and III bikeway system within the plan as identified within the WRSP.

Develop the Village Center consistent with the WRSP policies that encourage the pedestrian travel over use of the automobile.

Design streets to maximize pedestrian access to transit stops.

Require site design to maximize access to transit lines, to accommodate bus travel, and to provide lighted shelters at transit access points.

Develop the plan consistent with the higher residential densities provided around the Village Center, transportation nodes, and transit corridors.

Wood burning or pellet appliances shall not be permitted in multi-family developments. Only natural gas or propane fired fireplace appliances are permitted.

Measures for Detached Single-Family Residences

Require electrical outlets shall to be installed on the exterior walls of both the front and back of a residences or all commercial buildings to promote the use of electric landscape maintenance equipment.

Require installation of a gas outlet in the rear of residential buildings for use of outdoor cooking appliances, such as gas burning barbeques.

Require installation of a gas outlets with ceramic logs in any proposed fireplaces, including outdoor recreational fireplaces or pits.

Require installation of low nitrogen oxide (NO_x) hot water heaters. (Beyond District Rule 246 requirements)

Require HVAC units be equipped with PremAir catalyst system (or another similar system) if available and economically feasible. (The PremAir system is considered feasible if the additional cost is less than 10 percent of the base HVAC unit cost.)

Provide notice to homebuyers of the option to install electric vehicle charging raceways in residential garages.

Provide notice to homebuyers of incentive and rebate programs available through Roseville Electric or other providers that encourage the purchase of electric landscape maintenance equipment.

Require wood burning devices to meet U.S. EPA Phase II certification.

~~If feasible, purchase battery-powered or electric landscape maintenance equipment for new residences.~~

~~Include wide parking spaces or vanpool-only spaces to accommodate vanpool vehicles in employment areas (e.g., community, commercial, business, professional, industrial).~~

~~Provide preferential parking for carpools and vanpools in employment areas (e.g., community, commercial, business, professional, and industrial areas).~~

~~Vehicle and bicycle all-day parking lots near rail stations, transit stops, and freeway access points.~~

~~Site design to maximize telecommunication including an appropriate network infrastructure.~~

~~Contribute to an area transit fund to help build, maintain, and enhance transit services/facilities/amenities.~~

~~Subsidize~~

~~Class II and III on-street bikeway system.~~

~~Class I bikeway system that connects all aspects of the plan area.~~

~~Development of a Village Center that promotes the pedestrian over the automobile.~~

~~Design street to maximize pedestrian access to transit stops.~~

~~Preparation of a Transportation System Management Plan for employers with 50 or more employees.~~

~~Provide secure bicycle storage at public parking facilities.~~

~~Only U.S. EPA Phase II certified woodburning devices shall be allowed in single-family residences. The emission potential from each residence shall not exceed 7.5 grams per hour.~~

~~Woodburning or Pellet appliances shall not be permitted in multi-family developments. Only natural gas or propane-fired fireplace appliances are permitted.~~

~~If a project cannot implement sufficient onsite measures, (as determined by the PCAPCD) to reduce its long-term operational emissions, the project could implement an offsite mitigation program to achieve the required emission reduction. Offsite mitigation strategies are modeled after existing heavy-duty nitrogen oxide reduction programs and include retrofitting existing on-road or off-road heavy vehicles/equipment with cleaner burning engines, retrofitting or purchasing new low-emission agriculture pumps, transit vehicles, CNG fueling infrastructure or replacing non-EPA-certified woodstoves with new EPA-certified units. The design of the offsite mitigation program would depend on the type and amount of emission reductions needed. The program shall focus, to the extent feasible, on the City of Roseville vehicle fleet and/or other emissions sources that directly affect City residents.~~

In lieu of each individual project implementing their own off-site mitigation program, an applicant may choose to pay an equivalent amount of money into the District's Air Quality Mitigation Fund. The District provides monetary incentives to sources of air pollutant emissions within the projects general vicinities that are not required by law to reduce their emissions. Therefore, the emission reductions are real, quantifiable, and implement provisions of the 1994 State Implementation Plan. The off-site mitigation program has been implemented by a number of projects in Placer County. To the extent feasible,

the implementation of any programs resulting from the WRSP in lieu of fees should be used in close proximity to the WRSP and the City of Roseville.

To the extent feasible, provide tree planting of California native species that meets or exceeds the City's tree preservation section of the Zoning Ordinance to help shade buildings and parking lots and, therefore, reduce energy demand. According to Chapter 11 of the SCAQMD's CEQA Air Quality Handbook, this measure would reduce the emissions associated with the energy demand by the new land uses by 0.0 to 1.0 percent.

To the extent feasible, landscape with native drought-resistant species (plants, trees, and bushes) to reduce the demand for gas-powered landscape maintenance equipment. Although no specific efficiencies are available from known sources, any reduction in traditional landscaping with drought-resistant species would be expected to have a nearly linear reduction in the use of landscape maintenance equipment and associated emissions.

Improve the thermal integrity of nonresidential buildings, and reduce the thermal load with automated time clocks or automated sensors. According to Chapter 11 of the SCAQMD's CEQA Air Quality Handbook, this measure would reduce the emissions associated with the energy demand of the new land uses by 0.1 to 1.0 percent.

Provide efficient heating and other appliances, such as water heaters, cooking equipment, refrigerators, furnaces, and boiler units. According to Chapter 11 of the SCAQMD's CEQA Air Quality Handbook, this measure would reduce the emissions associated with the operation of appliances by 2.5 to 6.5 percent.

Electrical outlets shall be installed on the exterior walls of both the front and back of a residence or all commercial buildings to promote the use of electric landscape maintenance equipment. The success of this measure depends on the number of residences and commercial buildings that would use electric landscape maintenance equipment. Because the City will not prohibit for one development the use of gas powered equipment that many people already own and that can be readily and legally purchased at local hardware, home improvement, and specialty retail shops throughout the city, county, and state (reference Table 13-3 above), the effectiveness of this measure cannot be quantified.

Install a gas outlet in the backyard of residential buildings for use with outdoor cooking appliances, such as gas burning barbeques. The effect of this measure would depend on the number of residents or other sources that purchase and use natural gas barbeques instead of wood or charcoal devices. Many residents may already own or choose to purchase propane devices, compared to which this measure would have no measurable benefit. Therefore, the effectiveness of this measure cannot be quantified.

Install a gas outlet with ceramic logs in any proposed fireplaces, including outdoor recreational fireplaces or pits. This measure would reduce by approximately 85 percent the amount of PM₁₀ emissions generated by these sources.

Install low nitrogen oxide (NO_x) hot water heaters. (Beyond District Rule 246 Requirements). According to Chapter 11 of the SCAQMD's CEQA Air Quality Handbook, this measure would reduce the emissions associated with the operation of water heaters by 4.5 to 11.0 percent.

HVAC units shall be equipped with PremAir (or other manufacturer) catalyst system if available and economically feasible at the time building permits are issued. The PremAir catalyst can convert up to 70 percent of ground level ozone that passes over the condenser coils into oxygen. The PremAir system is considered feasible if the additional cost is less than 10 percent of the base HVAC unit cost. This measure could result in substantial reductions in ozone levels in the vicinity of the WRSP. However, the effectiveness of this measure cannot be quantified since it would depend on the actual number and actual use of these devices.

Require all flat roofs in the nonresidential land use areas to have a white or silver cap sheet to reduce energy demand. According to Chapter 11 of the SCAQMD's CEQA Air Quality Handbook, this measure would reduce the emissions associated with the energy demand of the new land uses by approximately 1.5 percent.

Install electric vehicle charging raceways in residential garages and provide conductive/inductive electric vehicle charging stations and signage prohibiting parking for nonelectric vehicles at commercial, business-professional, and industrial land uses. The use of electric vehicles would eliminate the localized emissions associated with individual internal combustion engines. At the present time however, no major automobile manufacturer is selling or leasing electric vehicles to the general public. General Motors recently announced that they would not renew the leases on the EV1 vehicle currently in use. Therefore, it is doubtful that these facilities would be used once the existing vehicles are removed from the state's fleet mix. Therefore, they may have no affect on local or regional air quality. Instead, gasoline/electric hybrid vehicles are likely to be the low emission vehicle in the near future. On April 24, 2003, the CARB adopted a new program that requires automakers to offer consumers thousands of hybrid cars beginning in 2005, with as many as 125,000 sold annually by 2010. With regard to zero-emission vehicles, the ARB is requiring automakers to build a 250-car demonstration fleet powered by fuel cells rather than batteries by 2008.

Purchase battery-powered or electric landscape maintenance equipment for new residences. The success of this measure depends on the number of residences that would use electric landscape maintenance equipment. Because the City will not prohibit for one development the use of gas powered equipment that many people already own and that can be readily and legally purchased at local hardware, home

improvement, and specialty retail shops throughout the city, county, and state (reference Table 13-3 above), the effectiveness of this measure cannot be quantified.

Configure parking to minimize traffic interference. No specific efficiencies are available from known sources.

Include wide parking spaces or vanpool only spaces to accommodate vanpool vehicles in employment areas (i.e., community commercial, business-professional, industrial) and provide preferential parking for carpools and vanpools in employment areas (e.g., community commercial, business-professional, and industrial areas). According to Chapter 11 of the SCAQMD's *CEQA Air Quality Handbook*, these types of measures would reduce the emissions associated with motor vehicles traveling to and from employment areas by 0.1 to 1.3 percent.

Equip all truck loading and unloading docks with one 110/208 volt power outlet for every two dock doors. Diesel trucks shall be prohibited from idling more than five minutes and shall be required to connect to the 110/208 volt power to run any auxiliary equipment. Signage addressing these requirements shall be provided at the loading docks. This measure can result in substantial reductions in emissions from idling trucks. The actual effectiveness depends on the amount of time that individual trucks would no longer idle, which cannot be quantified at this time.

Vehicle and bicycle all day parking lots near rail stations, transit stops, and freeway access points. No specific efficiencies are available from known sources.

Provide ridesharing information in a homeowners association package. No specific efficiencies are available from known sources.

Contribute to an area transit fund to help build, maintain, and enhance transit services/facilities/amenities. No specific efficiencies are available from known sources.

Subsidized school bus service. No specific efficiencies are available from known sources.

Subsidized added transit services. No specific efficiencies are available from known sources.

Class II and III on-street bikeway system. According to Chapter 11 of the SCAQMD's *CEQA Air Quality Handbook*, these types of measures would reduce the emissions associated with motor vehicles traveling to and from new land uses by 0.1 to 3.2 percent.

Design street to maximize pedestrian access to transit stops, site design to accommodate bus travel, and site design to provide lighted shelters at transit access points. According to Chapter 11 of the SCAQMD's *CEQA Air Quality Handbook*, these types of measures would reduce the emissions associated with motor vehicles traveling to and from new land uses by 0.1 to 2.5 percent.

Provide secure bicycle storage at public parking and transit facilities. According to Chapter 11 of the SCAQMD's CEQA Air Quality Handbook, this type of measure would reduce the emissions associated with motor vehicles traveling to and from new land uses by 0.1 to 3.2 percent.

Provide higher density land uses around activity centers, transportation nodes, and transit corridors. According to Chapter 11 of the SCAQMD's CEQA Air Quality Handbook, this type of measure would reduce the emissions associated with motor vehicles traveling to and from new land uses by 1.0 to 6.0 percent.

Only U.S. EPA Phase II certified woodburning devices shall be allowed in single-family residences. The emission potential from each residence shall not exceed 7.5 grams per hour. This measure would reduce by approximately 85 percent the amount of PM₁₀ emissions generated by residential fireplaces.

Woodburning or Pellet appliances shall not be permitted in multi-family developments. Only natural gas or propane fired fireplace appliances are permitted. This measure would nearly eliminate the PM₁₀ emissions generated by multi-family residential fireplaces.

All future development within the WRSP site shall implement an off-site mitigation program, coordinated through the PCAPCD, to partially offset long-term operational ozone precursor emissions. Off-site mitigation strategies are modeled after existing heavy duty nitrogen oxide reduction programs and include retrofitting existing on-road or off-road heavy vehicles/equipment with cleaner burning engines, retrofitting or purchasing new low emission agriculture pumps, transit vehicles, CNG fueling infrastructure or replacing non-EPA-certified woodstoves with new EPA-certified units. The design of the off-site mitigation program would depend on the type and amount of emission reductions needed. The program shall focus, to the extent feasible, on the City of Roseville vehicle fleet and/or other emissions sources that directly affect City residents. This measure could result in substantial reductions in pollutant levels in the vicinity of the WRSP. However, the effectiveness of this measure cannot be quantified since it would depend on the actual measures that are implemented by each developer.

In lieu of each individual project implementing their own off site mitigation program, an applicant may choose to pay an equivalent amount of money into the District's Air Quality Mitigation Fund. The District provides monetary incentives to sources of air pollutant emissions within the projects general vicinities that are not required by law to reduce their emissions. Therefore, the emission reductions are real, quantifiable, and implement provisions of the 1994 State Implementation Plan. The off-site mitigation program has been implemented by a number of projects in Placer County. To the extent feasible, the implementation of any programs resulting from WRSP in lieu of fees should be used in close proximity to the WRSP and the City of Roseville. This measure could result in substantial reductions in pollutant levels in the vicinity of the WRSP. However, the effectiveness of this measure cannot be quantified since it would depend on the contribution by each developer and the

programs that are subsequently implemented. It is possible that with adequate funding and the successful implementation of programs by the PCAPCD that the regional air quality impacts of the WRSP and Remainder Area developments could be reduced to less-than-significant levels.

Based on the information above, it is not possible to quantify the amount that these measures would reduce the operational emissions associated with the WRSP and Remainder Area developments. Because it is not possible to quantify and demonstrate the overall effectiveness of these measures, the Final EIR concludes the impacts of the WRSP and Remainder Area would be significant and unavoidable under CEQA.

Response to Comment 10

At the request of the PCAPCD, the text of MM 4.4-5 has been revised to remove the words “If feasible” from the applicable bulleted item (refer to Response to Comment 11-9). The measure has also been revised to require that commercial landscapers providing services within the WRSP site use electric or battery-powered equipment, or other internal combustion equipment that is either certified by the California Air Resources Board or is three years old or less at the time of use. However, the City of Roseville considers it to be infeasible to prohibit the use of gas powered landscape maintenance equipment throughout the SOI Amendment Area. Many of the new residents within the SOI Amendment Area will move from existing homes and will have existing gas powered landscape maintenance equipment. As a matter of policy, the City will not prohibit the use of equipment that many people already own and that can be readily and legally purchased at local hardware, home improvement, and specialty retail shops throughout the city, county, and state for one development within the City. Enforcement of such a measure would also be impractical and therefore infeasible to implement. Refer also to Response to Comment 11-9 for a discussion of mitigation measures to reduce operational air quality emissions.

Response to Comment 11

This comment discusses the importance of the *off-site* mitigation program towards reducing the air quality impacts of new development projects in Placer County. It serves as the basis for the revisions provided in the following response (refer to Response to Comment 11-12).

Response to Comment 12

At the request of the PCAPCD, the text of MM 4.4-5 has been revised to require participation in an *off-site* mitigation program (refer to Response to Comment 11-9).

Response to Comment 13

Based on the recommendation of the PCAPCD, the discussion of the City of Roseville Transportation Systems Management Ordinance on page 4.4-15 of the Final EIR has been revised as follows:

The City's Transportation Systems Management (TSM) Ordinance would require companies with more than 50 employees to prepare a TSM plan that promotes the use of alternative modes of transportation. Operational emissions exceeding Placer County APCD thresholds would be ~~minimized~~ slightly reduced ~~under as a result of~~ this ordinance.

Response to Comment 14

All mitigation measures adopted at the time of project approval will become conditions of approval for and/or incorporated into the proposed Specific Plan and Sphere of Influence Amendment. They will be monitored and enforced through a mitigation monitoring and reporting program that would also be adopted by the City of Roseville City Council.

Response to Comment 15

This comment is consistent with the discussion provided on pages 5-56 and 5-57 of the Final EIR of the cumulative impacts associated with operational air quality emissions. Based on the previous responses to this comment letter, the EIR has included all mitigation measures recommended by the PCAPCD to reduce the potential construction-related and operational air quality impacts that would occur with development of the SOI Amendment Area, with the exception of a prohibition on the use of gas powered landscape maintenance equipment throughout the SOI Amendment Area, which is considered infeasible.



**PLACER COUNTY
DEPARTMENT OF PUBLIC WORKS**

Tim Hackworth, Director
Ken Grehm, Assistant Director
Rick Dondro, Deputy Director
Wes Zicker, Deputy Director

October 29, 2003

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

**SUBJECT: DRAFT ENVIRONMENTAL IMPACT REPORT: SPHERE OF INFLUENCE
AMENDMENT & WEST ROSEVILLE SPECIFIC PLAN; FIDDYMENT ROAD
AND PLEASANT GROVE BOULEVARD; APN 017-010-009, -010, -021, -034, -
035, -036, -040, -043, & -044, 017-015-003 & -037**

Dear Ms. Pease:

The Placer County Department of Public Works (DPW) has completed our review of the above referenced Draft Environmental Impact Report (DEIR) for the West Roseville Specific Plan (Specific Plan) and Sphere of Influence (SOI) Amendment. We would like to offer the attached comments for your consideration. We request that these comments be addressed in the final EIR and that the City include the Placer County DPW on the list of responsible and interested agencies to receive the Final EIR documents.

12-1

If you have any questions or concerns regarding our comments on this project, please do not hesitate to call Mr. David Price at (530) 889-7500.

12-2

Sincerely,

COUNTY OF PLACER
DEPARTMENT OF PUBLIC WORKS
T. D. HACKWORTH, DIRECTOR

David W. Price

DAVID W. PRICE, P.E.
ASSOCIATE CIVIL ENGINEER

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cc: Fred Yeager
William Moore

**PLACER COUNTY DPW COMMENTS ON THE
WEST ROSEVILLE SPECIFIC PLAN DRAFT EIR**

INTRODUCTION – CHAPTER 1

References are included in Chapter 1 and throughout the document to Appendices which were not included. If the information in those Appendices, when referred to in the context of the narrative of the DEIR, raises additional questions, we reserve the right to comment further.

12-3

LAND USE AND AGRICULTURAL RESOURCES – SECTION 4.1

In the section of the document discussing compatibility with surrounding uses, staff found no such discussion of Placer Parkway and the project's, including the Remainder Area, compatibility with that proposed future use. This is a major use of land that needs to be addressed.

12-4

DRAINAGE & HYDROLOGY – SECTION 4.12

As the appendices referenced throughout the DEIR were not provided to the DPW, we request a copy of the Fiddymment-Westpark Master Plan Drainage Analysis, June 2003 be provided to us for our information and review.

12-5

TRANSPORTATION/CIRCULATION – SECTION 4.3

County Roadway Impacts

The DEIR recognizes that the City of Roseville and the County are working towards a joint City/County fee program to assist with the widening of Baseline Road and the Fiddymment/Walerga Road corridor. It is imperative that the City and County continue to work jointly to get the fee adopted quickly and that all Specific Plan area development is subject to the fee.

12-6

The DEIR provides a mitigation to effectively prohibit through travel on a portion of Blue Oaks Boulevard until a north/south connection is constructed from West Side Drive to Baseline Road. We support this mitigation, as it is aimed at reducing travel on Phillip Road and Brewer Road in the County. We would like the mitigation to include language that the traffic volumes along these roadways will continue to be monitored and the City will coordinate with the County to consider and implement additional operational measures/restrictions if needed as the plan area develops.

12-7

Mitigation Measure 4.3-4(d) identifies the need to improve Phillip Road to Placer County Rural Standards. The project should pay it fair share for this improvement. We also don't agree with the statement on page 4.3-69 that indicates that the carrying capacity of Phillip Road is sufficient and would not cause a level of service impact. There is a 1-¼ mile segment of this road that is unpaved and cannot be considered at LOS "A" carrying over 5,000 vehicles per day.

12-8

We would like to see the addition of a mitigation measure that prohibits construction vehicle access from Phillip Road west of the Plan Area. 12-9

General Comments

The plan provides for the western extension of Pleasant Grove Boulevard to run in a northwest direction into the proposed Village Center. We believe there would be benefits of an alignment of Pleasant Grove Boulevard, west of Fiddymment Road, extending more directly to the west to better facilitate east/west movements parallel to Baseline Road. We believe this alignment would help to relieve the high volumes of traffic projected to occur along Baseline Road and provide for better regional circulation. 12-10

The segment of Fiddymment Road between Baseline Road and Pleasant Grove Road is currently within the County's jurisdiction. Based on conversations between City and County staff, it is our understanding that the City has agreed to consider that Fiddymment Road be annexed into the City as part of the West Roseville Specific Plan approvals. The EIR should cover the possibility of annexing Fiddymment Road. 12-11

A footnote in Table 4.3-20 indicates the level of service analysis for the Watt Avenue/Baseline Road intersection is based on the City of Roseville's modified capacities. This is not appropriate for the scenarios where this intersection is within the jurisdiction of the County (2020 No Project & WRSP), as the County does not use the modified capacities. 12-12

On Page 4.3-65 there is an impact table that identifies three scenarios: 1) SOI, 2) WRSP and 3) Remainder Area. It is not clear how the SOI differs from the Remainder Area. 12-13

Table 4.3-21 needs to include Baseline Road/Fiddymment/Walerga using the County's level of service methodology. 12-14

Table 5-2 appears to label multi-family dwelling units as single-family dwelling units. The table also identifies 5 residential dwelling units in the Sunset Industrial Area, which is not correct. 12-15

There should be some mention that the West Roseville Specific Plan is subject to payment of SPRTA fees, including a discussion of the improvements that will be funded through this program. 12-16

Table 4.3-19 identifies limits on Philip Road between WRSP and Potero Road. The limits should be between WRSP and Brewer Road. 12-17

**■ Response to Comment Letter 12
Placer County Department of Public Works (October 29, 2003)**

Response to Comment 1

As requested, and in compliance with the requirements of CEQA with respect to the preparation of a Final EIR, the City of Roseville has responded to all comments provided by Placer County Department of Public Works (October 29, 2003). Further, as also requested, the City of Roseville will provide Placer County with a copy of the Final EIR. The Placer County Department of Public Works is identified as a Responsible Agency in Section 1.4 (Lead, Responsible, and Trustee Agencies) on page 1-6 of the Final EIR.

Response to Comment 2

This comment contains general information and is not a comment on an environmental issue. Therefore, no further response is required.

Response to Comment 3

The commenter does not indicate which appendices were not included in the Draft EIR. Therefore, no further response can be provided.

Response to Comment 4

As reflected in an October 9, 2003, Memorandum from the County of Placer Planning Department to the County of Placer Board of Supervisors, the evaluation of the need for, and potential alignment of, Placer Parkway has just begun and will take four to five years to complete. The route alignment process must follow federal procedures since federal funds are being used. Therefore, because the Placer Parkway project is in a preliminary feasibility stage of planning, it would be speculative to include it in the evaluation of land use consistency. However, recognizing that Placer Parkway could be implemented, Alternative 4 of the Final EIR included a potential alignment of the parkway.

Under Alternative 4, it is assumed that Placer Parkway would be constructed through the northern portion of the WRSP and Remainder Areas. As previously mentioned, while an alignment for Placer Parkway has not been selected, two of the potential study alignments being examined by the Placer County Transportation Planning Agency (PCTPA) would transect the project site. One alignment would bisect the WRSP Area from north to south. The other alignment would occupy the upper third of the Fiddymont Ranch portion of the WRSP and Remainder Areas. PCTPA requested that an alternative with one of the study alignments be studied in the Final EIR; therefore, Alternative 4 provides for a 1,000-foot Placer Parkway corridor, which is illustrated in Figure 6-4 of the Final EIR.

Issues related to land use compatibility are provided in the land use discussion associated with Alternative 4, which is provided on page 6-99 through 6-101 of the Final EIR.

Response to Comment 5

The appendices referenced by the commenter are contained in Volumes III, IV(A), and IV(B) of the Final EIR. A copy of the Fiddyment-Westpark Master Drainage Analysis (June 2003) was sent to Mr. David Price at Placer County Public Works on November 6, 2003. In August 2003, a copy of the Master Drainage Analysis was provided to Mr. Andy Darrow at Placer County Flood Control and Water Conservation District.

Response to Comment 6

Comment noted.

Response to Comment 7

Phillip Road is described in the Final EIR on pages 4.3-69 and 4.3-70. The City will monitor traffic volumes on Philip Road and will coordinate with the County to consider and implement additional operational measures/restrictions if needed as the plan develops. On page 4.3-84 and 4.3-85 of the Final EIR, MM 4.3-3 is revised to include a provision for monitoring volumes on Phillip Road:

Implementation of MM 4.3-3 (a) through (c) would reduce these impacts to a less-than-significant level, however, these improvement lie outside the jurisdiction of the City of Roseville. Placer County can implement the suggested mitigation measures, but may choose not to. If the improvements are not made, levels of service would remain as shown in Table 4.3 22 and Table 4.3 23. The City of Roseville will monitor traffic volumes and coordinate with the County to consider and implement additional operational measures/restrictions if needed as the plan develops.

Response to Comment 8

As noted in the Final EIR, MM 4.3-4(d) would mitigate impacts to Philip Road to a less-than-significant level. However, because the improvements lie outside of the City of Roseville and there is no mechanism in place at this time for payment of impact fees to Placer County this impact has been identified as significant and unavoidable within the Final EIR. Refer to Response to Comments 20-6, 29-18, and 5-3 for a discussion concerning regional traffic fees.

Development within the City of Roseville already participates in two regional traffic impact fee programs. These programs include the Highway 65 Joint Powers Authority Fee Program and the South Placer Regional Transportation Impact Fee Program. In addition, the City and Placer County are

currently working towards a third regional fee program to fund improvements to Baseline Road and the Fiddymment/Walerga corridor.

Response to Comment 9

As requested by the commenter, and included in the Final EIR under MM 4.4-3, all traffic, including construction traffic, will be restricted on Philip Road west of the plan area until a north/south arterial is constructed. Refer to Response to Comment 12-7.

Response to Comment 10

The County's comment that Pleasant Grove Boulevard should extend more directly to the west is noted. The City examined both the currently proposed alignment as well as the alignment suggested by the County and determined that the proposed alignment would not result in significant traffic impacts to the County as a result of the WRSP. The City's decision to align Pleasant Grove, as shown, allows a second east/west arterial within the Plan area besides Blue Oaks Boulevard and maximizes the number of trips through the Village Center to help ensure the economic viability of the commercial component of the project. The commercial center relies heavily on local traffic volumes to be successful. The City is supportive of a street pattern that will help ensure that the Village Center is constructed and, once constructed, has the volume of traffic necessary to ensure its continued economic success.

Response to Comment 11

Annexing the portion of Fiddymment Road between Baseline Road and Pleasant Grove Boulevard is not part of the project; however, the City is agreeable to discussing the benefits of annexing this portion of the roadway. Any such future action would require compliance with CEQA.

Response to Comment 12

The City of Roseville's standard practice for evaluating roadway needs under its Capital Improvement Program and level of service policy has been to evaluate all signalized intersections within the City, including those that are "shared" with adjacent jurisdictions (Stanford Ranch Road/Five Star Boulevard, Douglas Boulevard/Sierra College Boulevard, Baseline Road/Fiddymment Road/Walerga Road, etc). The traffic analysis in the Final EIR follows the City's standard practice and consistently uses the City's level of service methodology, including modified Circular 212 capacities. Only with development of the entire SOI area would the City share the intersection of Watt Avenue and Baseline Road with Placer County. Yet to provide a consistent analysis, the City's methodology was applied at this intersection under all scenarios. The levels of service using the County's methods for the scenarios where this intersection is fully within the County are as follows:

- 2020 No Project—LOS “C” (V/C = 0.78)
- 2020 Plus WRSP—LOS “C” (V/C = 0.79)

Response to Comment 13

The SOI Area consists of the WRSP Area and the Remainder Area. Impact 4.3-3, which is analyzed on page 4.3-66 through 4.3-70 of the Final EIR, identifies impacts under the following three scenarios: (1) WRSP Area; (2) Remainder Area; and (3) the entire SOI Area (WRSP Area and Remainder Area, considered together).

Response to Comment 14

The City of Roseville’s standard practice for evaluating roadway needs under its Capital Improvement Program and level of service policy has been to evaluate all signalized intersections within the City using the City’s standard methodology, including those that are “shared” with adjacent jurisdictions (Stanford Ranch Road/Five Star Boulevard, Douglas Boulevard/Sierra College Boulevard, Baseline Road/Fiddymment Road/Walerga Road, etc). The traffic analysis in the Final EIR follows the City’s standard practice and consistently uses the City’s level of service methodology, including modified Circular 212 capacities. The levels of service using the County’s methods for the Baseline Road/Fiddymment Road/Walerga Road intersection are as follows:

- 2020 No Project—LOS “E” (V/C = 0.91)
- 2020 Plus WRSP—LOS “E” (V/C = 0.96)
- 2020 Plus Full SOI Amendment—LOS “F” (V/C = 1.01)

Response to Comment 15

Both Tables 5-2 and 5-3 correctly identify single-family and multi-family dwelling units. With respect to the Sunset Industrial Area, the commenter is actually referring to Table 5-3, rather than Table 5-2. There are two entries for the Sunset Industrial Area, one of which indicates five single-family dwelling units. The five residential units are located west of Fiddymment Road, actually outside of the Sunset Industrial Area Plan, but are included in the City’s traffic model and labeled under the “Sunset Industrial Area” due to proximity.

Response to Comment 16

The requirement for the plan area to participate in the South Placer Regional Fee Program is included within the Development Agreement between the landowners and the City of Roseville.

Response to Comment 17

The limits of the impact on Phillip Road are correctly shown in Table 4.3-18 as between the WRSP and Brewer Road. The limits for the recommended mitigation measure in Table 4.3-19 are consistent and also cover the segment between WRSP and Brewer Road.



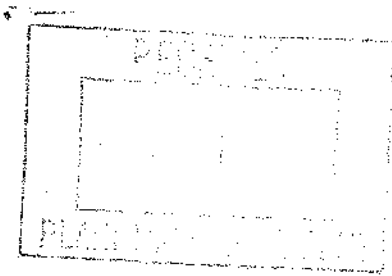
Gray Davis
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse



Tal Finney
Interim Director

October 30, 2003



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

Subject: West Roseville Specific Plan and Sphere of Influence Amendment
SCH#: 2002082057

Dear Kathy Pease:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on October 29, 2003, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

13-1

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

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

13-2

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

13-3

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

13-4

Sincerely,

Terry Roberts
Director, State Clearinghouse

Enclosures

cc: Resources Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2002082057
Project Title West Roseville Specific Plan and Sphere of Influence Amendment
Lead Agency Roseville, City of

Type EIR Draft EIR
Description The Environmental Impact Report (EIR) examines the potential effects of a proposed project that includes (1) amending a 5,527-acre area immediately west of the City of Roseville corporate boundaries to bring it into the City's sphere of influence (SOI); (2) adopting the West Roseville Specific Plan (WRSP), which covers a 3,162-acre portion of the 5,527-acre SOI Amendment Area; and (3) annexing the WRSP Area into the City's jurisdiction.

Lead Agency Contact

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

Project Location

County Placer
City Roseville
Region
Cross Streets Fiddymment/Baseline
Parcel No.
Township

	Range	Section	Base
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Proximity to:

Highways 65
Airports
Railways
Waterways Pleasant Grove Creek, Curry Creek, Kaseberg Creek
Schools
Land Use Agriculture/grazing

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

Reviewing Agencies Resources Agency; Department of Conservation; Department of Fish and Game, Region 2; Office of Historic Preservation; Department of Parks and Recreation; Air Resources Board, Major Industrial Projects; Regional Water Quality Control Bd., Region 5 (Sacramento); Department of Toxic Substances Control; California Highway Patrol; Caltrans, District 3; Caltrans, Division of Transportation Planning; Native American Heritage Commission; Public Utilities Commission; State Lands Commission; Office of Emergency Services

Date Received 09/15/2003 **Start of Review** 09/15/2003 **End of Review** 10/29/2003

■ Response to Comment Letter 13
State of California, Governor's Office of Planning and Research
(October 30, 2003)

Response to Comment 1

The commenter acknowledges receipt of the Draft EIR and provides general procedural information regarding the comment period and the disposition of the comments received. It is not a comment on an environmental issue. Therefore, no further response is required.

Response to Comment 2

The commenter quotes Section 21104(c) of the California Public Resources Code as it pertains to the role and responsibility of responsible or public agencies in reviewing and providing comments on a Draft EIR. It is not a comment on an environmental issue. Therefore, no further response is required.

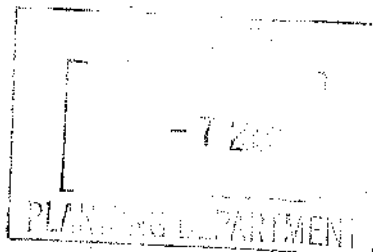
Response to Comment 3

The commenter provides general procedural information regarding the disposition of the comments received. It is not a comment on an environmental issue. Therefore, no further response is required.

Response to Comment 4

The commenter acknowledges that the City has complied with the review requirements of the State Clearinghouse. It is not a comment on an environmental issue. Therefore, no further response is required.

October 6, 2003



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

RE: Request for extension of review period for West Roseville Specific Plan
and SOI Amendment DEIR

Dear Ms. Pease:

First of all, thank you for sending me the CD with the electronic versions of the DEIR volumes.

14-1

I am writing now to urgently request that you extend the review period for this document. Given the sheer size of the document that the public must review (the DEIR itself is well over the 350 page limit set by CEQA) and the fact that we just received the Technical Appendices, it is unreasonable to expect the public to do a thorough review of this document in the MINIMUM time (45 days) you have allotted. This is clearly a project of "unusual scope or complexity". It deserves and requires more than the minimum review period.

14-2

We request that the review period be increased by at least 30 days beyond the current deadline of October 29. Please let me know your decision as soon as possible as we have several people working frantically to review these documents.

14-3

Best Regards,

Ed Pandolfino, Ph.D.
Chair, Placer Conservation Committee
Sierra Foothills Audubon Society

5530 Delrose Court
Carmichael, CA 95608
916 486-9174

erpfromca@aol.com



Response to Comment Letter 14
Sierra Foothills Audubon Society (Ed Pandolfino) (October 6, 2003)

Response to Comment 1

This comment contains general information and is not a comment on an environmental issue. Therefore, no further response is required.

Response to Comment 2

Refer to Topical Response B (Adequacy of Public Review Period) for discussion the Adequacy of Public Review Period and the opportunities for public participation. With respect to the length of the document, while CEQA indicates that Draft EIRs should normally be less than 350 pages, these recommended page limits were adopted to encourage agencies to avoid preparing unnecessarily long EIRs and to focus their analysis on the key environmental issues. As reflected in *Practice under the California Environmental Quality Act* (Kostka and Zischke 1999), "These page limits are rarely observed. EIRs are frequently invalidated by the courts for including too little information but rarely for including too much information." In order to provide full disclosure of the environmental impacts that would result from construction and/or operation of a project that covers a large geographic area with various environmental resources and several ownership interests, at two levels of details (project level and program level), more than 350 pages were required. To the extent possible, additional information is provided in the technical appendices, rather than in the body of the Draft EIR, in order to reduce the page limit to the maximum extent feasible.

Response to Comment 3

Refer to Topical Response B (Adequacy of Public Review Period) for discussion the Adequacy of Public Review Period and the opportunities for public participation. The City informed Mr. Pandolfino that the review period would not be extended an additional 30 days in written correspondence dated October 8, 2003, thereby providing a prompt response to his request.



SIERRA CLUB
FOUNDED 1892

MOTHER LODGE CHAPTER
1414 K STREET, SUITE 300
SACRAMENTO, CA 95814
TEL. (916) 557-1100 x 108
Fax: (916) 557-9669
coordinator@sierraclub-sac.org
www.motherlode.sierraclub.org

October 6, 2003

Delta Sierra Group

Maidu Group

Placer Group

Sacramento Group

Shasta Group

Sierra Nevada Group

Tahoe Group

Tuolumne Group

Tahoe Group

Yuba Group

Yolano Group

Kathy Pease
Roseville Planning Department
311 Vernon Street
Roseville, CA 95678

RE: Request for extension of review period for the DEIR for the West
Roseville Specific Plan and SOI Amendment

Dear Kathy,

I am writing to request an extension of the review period for the DEIR. Reviewing the document takes a considerable amount of time, since there are many complex issues involved. That is in part because this document examines a large and complex project, as well as a Sphere of Influence change.

In addition to myself, I suspect there are others who have also just become aware of the fact a copy of the Technical Appendices, not included with the original volumes, is also needed to adequately review the DEIR.

We believe that the opportunity for public input would be much better served if an additional 30 days beyond the minimum 45 days was provided.

Sincerely,

Terry Davis
Conservation Coordinator
Mother Lode Chapter Sierra Club

15-1

15-2

15-3

Representing 17,000 members in 24 counties in Northern and Central California

Alpine - Amador - Butte - Calaveras - Colusa - El Dorado - Glenn - Lassen - Modoc - Nevada - Placer - Plumas
Sacramento - San Joaquin - Shasta - Sierra - Siskiyou - Solano - Stanislaus - Sutter - Tehama - Tuolumne - Yolo - Yuba

**■ Response to Comment Letter 15
Sierra Club, Mother Lode Chapter (Terry Davis) (October 6, 2003)**

Response to Comment 1

Refer to Topical Response B (Adequacy of Public Review Period) for discussion the Adequacy of Public Review Period and the opportunities for public participation.

Response to Comment 2

Section 1.8 (Introduction, Document Organization) of the Final EIR includes as introductory text: "To help the reader locate information of particular interest, a brief summary of the contents of each section of the EIR is provided. This report includes eight principal parts..." This section describes all eight principal parts, with the appendices specifically referenced as the last principal part of the document. Further, many references were made to the appendices in the text of the Final EIR when the information contained therein was relevant to, or supportive of, the technical discussion.

Response to Comment 3

Refer to Topical Response B (Adequacy of Public Review Period) for discussion the Adequacy of Public Review Period and the opportunities for public participation. The City informed Mr. Terry Davis that the review period would not be extended an additional 30 days in written correspondence dated October 8, 2003, thereby providing a prompt response to his request.

October 10, 2003

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

RE: Your response to our 10/6/03 Request for extension of review period for West Roseville Specific Plan and SOI Amendment DEIR

Dear Mr. Richardson:

Thank you for your prompt response to my request for an extension of the review period.

16-1

Your letter suggests that the primary rationale for not extending the review period is based on your desire to have public comment meetings on this prior to the holiday period. I am confused by that rationale. I fail to see how extending the DEIR review period would affect those meetings. The list you enclosed shows that you have already scheduled six meetings for public comment within the review period. Those meetings could proceed as scheduled even if the review period were extended. Indeed, the only meetings on the list you sent me that are not already within the current review period are the two (tentative) City Council meetings on December 3 and December 17.

16-2

Are you assuming that a final EIR could be ready for City Council to review and certify in December? If so, I find that incredible. The mountain of documents that compose this DEIR is going to create a mountain of comments. There is no possibility that those comments could be adequately reviewed, considered and responded to in one month.

16-3

You further note that CEQA guidelines provide that the review period not be longer than 60 days, "except in unusual circumstances". There are most certainly unusual circumstances in this case. The documents themselves are well beyond upper size limit under CEQA standards and many additional documents needed to review the conclusions of the DEIR are not included in the DEIR itself and must be reviewed in person in your offices. Most of us reviewing these documents have jobs, family and are doing all of this on a volunteer basis in our 'spare time'.

16-4

If you are sincerely interested in allowing the public to adequately review this project, you should welcome an opportunity to extend the comment period.

16-5

I request that you reconsider your decision and extend the review period, at least to the full 60 days anticipated under CEQA.

↑
16-5

Best Regards,



Ed Pandolfino, Ph.D.
Chair, Placer Conservation Committee
Sierra Foothills Audubon Society

5530 Delrose Court
Carmichael, CA 95608
916 486-9174

erpfromca@aol.com

Response to Comment Letter 16
Sierra Foothills Audubon Society (Ed Pandolfino) (October 10, 2003)

Response to Comment 1

This comment contains general information and is not a comment on an environmental issue. Therefore, no further response is required. Mr. Pandolfino requested an extension of the public review period on October 6, 2003 (refer to Comment Letter 14). The City sent a response to Mr. Pandolfino on October 8, 2003, indicating that the public review period would not be extended. This letter (Comment Letter 16) was sent to the City in response to the City's letter of October 8, 2003.

Response to Comment 2

If the public comment period on the Draft EIR were extended, the schedule for release of the Final EIR would also be extended. The City determined that a 45-day public review period, combined with a public workshop and the opportunity to present oral testimony at three Commission meetings, five Planning Commission meetings, and two tentatively scheduled City Council meetings allows far more than the minimum required opportunities for public input.

Response to Comment 3

It is anticipated that the City Council will consider certification of the Final EIR and approval or denial of the project in January 2004.

Response to Comment 4

Refer to Topical Response B (Adequacy of Public Review Period) for discussion of the Adequacy of Public Review Period and the opportunities for public participation. Refer also to Responses to Comments 14-1 through 14-3, which are provided in response to Mr. Pandolfino's original request for an extension of the public review period.

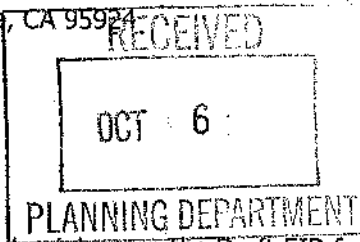
Response to Comment 5

Refer to Topical Response B (Adequacy of Public Review Period) for discussion of the Adequacy of Public Review Period and the opportunities for public participation. Refer also to Responses to Comments 14-1 through 14-3, which are provided in response to Mr. Pandolfino's original request for an extension of the public review period. The City remains committed to allowing full public participation with respect to this project and, towards that end, offered to meet with Mr. Pandolfino to review the project and/or the environmental documents (in the City's letter dated October 8, 2003).

California Native Plant Society

REDBUD CHAPTER, P. O. Box 668, Cedar Ridge, CA 95924

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



October 14, 2003

I have the following statements, comments, and opinions on the Draft EIR for the West Roseville Specific Plan and Sphere of Influence Amendment:

17-1

A. Page 4.7-11 to 14: In August 2003 the US Fish and Wildlife Service designated critical habitat in Placer County for 15 wetland animals and plants listed as threatened or endangered under the Federal Endangered Species Act.

17-2

Table 4.7-2 only lists 5 species as Federally threatened or endangered. Where is the discussion and survey information for the other 10 species? This section is incomplete.

B. Table 4.7-1: Vernal pools are usually quite small compared to an acre. There are over 1,000 vernal pools but they only total 33.91 acres. To describe the environment and fully disclose the impacts, the number of vernal pools should be used instead of or in addition to acreage.

17-3

C. Figure 4.7-2: This figure is the only source of information for determining the true impact of the project on vernal pools or waters of the U.S. Using a magnifying glass, I counted the **number of vernal pools** (Waters of the U.S.) with the following results: **Total is approximately 1,061; the number in "direct impact areas" is 776 or 73 percent; the number in "preserve areas" is 285 or 27 percent.**

17-4

Because of the quality and scale of the map, these figures must be considered approximate. Omission of this kind of data can lead to accusations of bias.

17-5

I find this information to be a significant, irreversible impact, which cannot be mitigated. Even if acreage is used as a measurement the impact on Waters of the U.S. is still significant when considering the statement on page 4.7-10, "...and approximately 5.82 acres of wetlands and 4.5 acres of ephemeral drainages are within the areas proposed for off-site improvements."

17-6

D. Table 4.7-2: There is no listing of American Manna Grass, *Glyceria grandis*, which has a potential to occur in WRSP. Also, Red Bluff Dwarf Rush, *Juncus leiospermus var. leiospermus*, which is not listed for Placer Co., has the potential to occur.

17-7

I suspect that surveys for Special-status Plants were conducted only on a portion of the 2,400 acres to be graded. What percent of the area was actually surveyed for each plant? How many of the over 1,000 vernal pools were surveyed during the blooming period for the Federally threatened Slender Orcutt Grass, *Orcuttia tenuis*?

17-8

Of the 15 species of plants, invertebrates, and amphibians listed, six have been observed or are known to occur in vernal pools of WRSP. Because approximately 73 percent of the vernal pools will be directly impacted, I believe that the impact/effect on these six species is significant, irreversible, and cannot be mitigated.

17-9

E. Section 4.7.4: Under "Standards of Significance" the project will have a significant impact on the 2nd, 4th, and 5th items.

17-10



Dedicated to the preservation of California native flora



California Native Plant Society

Concerning the requirement of MM 4.7-1 (Ensure no net loss of wetlands), there has been no discussion in the project plans to create or enhance on-site wetlands. All of the mitigation for wetlands is based off-site preservation, restoration, and perhaps creation. This document states on page 4.7-9, that "To date, no wetland delineations have been conducted for the Remainder Area or the off-site improvement areas. Because no wetland delineations have been prepared for either of these areas it is difficult to assess accurately the acreage and other "waters" of the U.S."

17-11

MM 4.7-1 is an invalid mitigation measure because there is no information or data provided to insure that off-site areas contain over 700 vernal pools with the same plant and animal species as in the project area.

17-12

Who owns the off-site properties and will they be protected in perpetuity? How many other projects have used these same properties for mitigation?

17-13

This EIS is incomplete and should be withdrawn until the mitigation of impacts to wetlands can be insured, described, and validated.

17-14

I have one last opinion that I need to make: To propose or intimate that "man" can create, recreate, or restore a 450,000 to 600,000 year old landscape after disturbance and destruction, especially vernal pools, is naive, stupid, arrogant, and ignorant.

17-15

Thank you for your timely response to my request for the document!

17-16

Richard Hanes
Richard Hanes, President
Redbud Chapter, California Native Plant Society

cc: Sierra Club
: CNPS, Sacramento Valley Chapter



Dedicated to the preservation of California native flora

Response to Comment Letter 17
California Native Plant Society, Redbud Chapter (Richard Hanes)
(October 14, 2003)

Response to Comment 1

This comment contains general introductory information and is not a comment on an environmental issue. Therefore, no further response is required.

Response to Comment 2

The commenter is correct in stating that, on September 24, 2002, and under the final critical habitat rule on August 6, 2003, under the Federal Endangered Species Act, the USFWS published a notice (Federal Register 67:59884-60039) proposing critical habitat for four vernal pool crustaceans and eleven vernal pool plants in California and Southern Oregon. The proposed critical habitat designation affects approximately 47,905 acres in western Placer County (Placer Legacy 2003).

Table 4.7-2 (page 4.7-13 through 4.7-15) identifies 27 special-status species potentially occurring in the West Roseville Specific Plan Area. As noted by the commenter, five species with the critical habitat designation are identified as federally threatened or endangered. The ten other species referred to by the commenter, while identified in the USFWS critical habitat designation, are not known or suspected to occur on site because the habitat is not present to support those species or the project site is outside the area of known range of the species, and, thus, were not included in Section 4.7 of the Final EIR.

Habitats for vernal pool species (four crustaceans and eleven plants) were designated for the following:

1. Conservancy fairy shrimp (*Branchinecta conservatio*)
2. Longhorn fairy shrimp (*Branchinecta longiantenna*)
3. Vernal pool fairy shrimp (*Branchinecta lynchi*)
4. Vernal pool tadpole shrimp (*Lepidurus packardii*)
5. Contra Costa goldfields (*Lasthenia conjugens*)
6. Hoover's spurge (*Chamaesyce hooveri*)
7. Succulent (or fleshy) owl's clover (*Castilleja campestris* ssp. *succulenta*)
8. Colusa grass (*Neostapfia colusana*)
9. Greene's tuctoria (*Tuctoria greenii*)
10. Hairy orcutt grass (*Orcuttia pilosa*)
11. San Joaquin Valley orcutt grass (*Orcuttia inaequalis*)
12. Slender orcutt grass (*Orcuttia tenuis*)
13. Butte County meadowfoam (*Limnanthes floccosa* ssp. *californica*)
14. Sacramento orcutt grass (*Orcuttia viscida*)

15. Solano grass (*Tuctoria mucronata*)

The project site is located within the species range (region within which the species naturally lives) of four of the fifteen species with the critical habitat designations: vernal pool fairy shrimp (*Branchinecta lynchi*), vernal pool tadpole shrimp (*Lepidurus packard*), Sacramento orcutt grass (*Orcuttia viscida*), and slender orcutt grass (*Orcuttia tenuis*). Each of the four species is known to occur in the area, although none was found during the site surveys as described below. The vernal pools on site represent probable habitat for the vernal pool fairy shrimp.

Species surveys prepared for the project are listed on page 4.7-1 of the Final EIR and include the following:

- Results of Surveys for Special Status Species in the Fiddymont/Placer 1600 Project Area, by Miriam Green Associates, July 18, 2000
- Rare Plant Survey of the West Roseville Specific Plan, by URS, June 25, 2002
- Lichen and Brophyte Surveys of the West Roseville Specific Plan, by URS, June 25, 2002
- Wet Season Surveys for Freshwater Invertebrates and Spring Surveys for Rare Plants for the Placer County Habitat Conservation Plan, by Jones & Stokes Associates, July 2002
- Roseville West Specific Plan Area, Biotic Resources, Existing Conditions, by Sugnet & Associates, July 21, 1994

The surveys identified species that occur (verified during field surveys) and species that have the potential to occur on the site. Results of the surveys are summarized in the text of the Final EIR (pages 4.7-1 to 4.7-22).

Three of the four species on the site with critical habitat designations are listed on Table 4.7-2 in the Final EIR (pages 4.7-13 through 4.3-15): vernal pool fairy shrimp (*Branchinecta lynchi*), vernal pool tadpole shrimp (*Lepidurus packard*), and slender orcutt grass (*Orcuttia tenuis*). One of the species listed in a survey (Green 2000), Sacramento orcutt grass (*Orcuttia viscida*), is identified as potentially occurring on the site, but is not listed on Table 4.7-2 on the Final EIR. Table 4.7-2 is revised to include an entry for Sacramento orcutt grass (*Orcuttia viscida*) as a special-status species potentially occurring in the West Roseville Specific Plan Area. The information provided by the commenter does not result in a new environmental impact or a substantial increase in the severity of a previously identified environmental impact because existing mitigation measures address potential impacts to these species.

Table 4.7-2 Special-Status Species Potentially Occurring in the West Roseville Specific Plan Area

Common Name	Scientific Name ¹	Status ² (Fed/CA/CNPS)	Season ³	Primary Habitat ⁴	Present on Site ⁵	Comments
Plants						
<u>Sacramento arcut grass</u>	<u>Orcuttia viscosa</u>	<u>E/E/1B</u>	<u>May- October</u>	<u>Vernal pool</u>	<u>S</u>	<u>Not observed during surveys of the project site.</u>

The USFWS assessed on-site and *off-site* compensation habitat and recently issued a Final Biological Opinion dated November 20, 2003, under Section 7 of the federal Endangered Species Act for the WRSP (Final Biological Opinion letter from Ken Sanchez of USFWS to Tom Cavanaugh of USACE, dated November 20, 2003 and provided in Appendix Y of this Final EIR). The Biological Opinion notes that project lies within the Western Placer County Unit (Unit 12) for the vernal pool fairy shrimp designated on the critical habitat list (pages 7 to 9 of Biological Opinion).

In the Incidental Take Permit (page 18), the USFWS has determined that, "this level of anticipated take is not likely to result in jeopardy to the vernal pool fairy shrimp, or vernal pool tadpole shrimp or result in adverse modification of critical habitat for the vernal pool fairy shrimp. Vernal pool tadpole shrimp critical habitat does not occur within the project area so no adverse modification is likely to occur as a result of this project."

Response to Comment 3

As shown in Figure 4.7-2 of the EIR, small complexes of vernal pools are scattered throughout the project site. However, whether it is one large pool or many scattered pools, the impacts and corresponding mitigation would remain the same. The impacts were determined in consultation with the USACE and USFWS, consistent with standard methodology for wetlands and the methodology outlined in the Clean Water Act, Section 404. This methodology used to calculate aquatic habitat impacts and appropriate compensation is calculated in terms of wet acres, rather than the number of vernal pools. Whether the aquatic habitat is "jurisdictional" under the federal Clean Water Act is independently determined by the USACE. Acknowledging the importance of the standard approach to habitat impact assessment (using wet acre calculations), the USFWS, instead, assessed the WRSP on a watershed (or landscape) basis during consultation under Section 7 of the federal Endangered Species Act. USFWS viewed both on-site impacts and off-site compensation in terms of vernal pool grassland habitat and required in-kind mitigation landscapes to offset grassland impacts. The watershed approach to evaluating vernal pool impacts was discussed in meetings between the City and USFWS.

This approach resulted in the landowners purchasing *off-site* property (e.g., Yankee Slough and East Sheridan) to compensate for on-site impacts. This approach considers habitat within the vernal pool

landscape, rather than on a per-acre basis. This approach in measuring the vernal pool inventory and impacts is consistent in the applicant's application to the USACE and USFWS.

Response to Comment 4

The commenter provides information regarding the total number of vernal pools as well as the number of pools in direct impact areas. The commenter suggests that the Final EIR should consider the number of vernal pools. The commenter's use of the number of pools to derive a percentage of impact area does not accurately reflect the actual degree of impacts. Refer to Response to Comment 17-3 for a discussion of the extent of vernal pools within the project site and throughout Placer County and the methodology for assessing and/or mapping vernal pool habitat.

When developing the WRSP land use plan, including the on-site habitat preservation strategy, primary consideration was given to compliance with federal Clean Water Act. Specifically, Section 404(b)(1) of the Clean Water Act which includes an alternatives analysis that requires that impacts to wetlands and vernal pools be avoided and minimized, and where avoidance or minimization is not possible, that compensation for impacts is provided through off-site preservation, wetland creation or restoration efforts. As part of this analysis, the concentrations of on-site aquatic habitats were assessed. To the maximum extent possible, impacts to higher density complexes of vernal pools and to the larger vernal pools that can have greater diversity and potentially support slender Orcutt grass were avoided or minimized. Some of the smaller, more spatially distributed vernal pools fall within the development area. As noted in Response to Comment 17-3, the *off-site* compensation sites were chosen on a vernal pool landscape basis, thus mitigating both the upland vernal pool grasslands associated with the smaller vernal pool areas as well as the vernal pools themselves.

Response to Comment 5

In Comment 17-4, the commenter estimates the total number of vernal pools located within the project site, as well as potential impacts to those vernal pools. This comment reflects that the data provided in Comment 17-4 should be considered approximate. Refer to Response to Comment 17-3 regarding the standard methodology for mapping wetlands.

Response to Comment 6

The commenter indicates that impacts to waters of the United States should be considered significant and unavoidable. Impact 4.7-1 (Loss of Federally Protected Wetlands and "Other Waters" of the United States), analyzed in Section 4.7 (Biological Resources) of the Final EIR, concludes that impacts to wetlands and waters of the United States would be significant prior to mitigation. However, the proposed mitigation ensures a "no net loss" of wetlands, which is a policy supported by the federal and

State governments. As reflected in Table 4.7-3 (Wetland Impact Mitigation-Analysis) in the Final EIR, approximately 32.78 acres of waters of the United States would be directly or indirectly impacted by the proposed project, and approximately 118.58 acres of waters of the United States would be provided as mitigation, thereby ensuring no net loss of wetlands.

The commenter correctly states that approximately 5.82 acres of wetlands and 4.5 acres of ephemeral drainages are within the areas proposed for off-site improvements, as discussed on pages 4.7-9 and 4.7-10 of the Final EIR.

Response to Comment 7

The commenter states that Table 4.7-2 does not include American manna grass, *Glyceria grandis*, which has a potential to occur in the WRSP, and red bluff dwarf rush, *Juncus leiospermus* var. *leiospermus*, which is not listed for Placer County, but has the potential to occur.

American manna grass, *Glyceria grandis*, has a potential to occur in the WRSP, but was not specifically identified within the species surveys of the property (California Native Plant Society [CNPS] 2003, Inventory of Rare and Endangered Plants (online edition, v6.2); Rare Plant Scientific Advisory Committee, David P. Tibor, convening editor, California Native Plant Society, Sacramento, CA, accessed on November 21, 2003, from <http://www.cnps.org/inventory>).

A related species, manna grass, *Glyceria declinata*, which is not a special-status species, was found on site (results of Surveys for Special Status Species in the Fiddymment/Placer 1600 Project Area by Miriam Green Associates, July 18, 2000, and Jurisdictional Delineations for Fiddymment and 1600 Placer Investors Properties).

The commenter states that red bluff dwarf rush, *Juncus leiospermus* var. *leiospermus*, which is not listed for Placer County, has the potential to occur. Red bluff dwarf rush is usually found in wetlands and is endemic to California.

Both American manna grass and red bluff dwarf rush, although not found during site surveys, could occur on the site and are, therefore, added to Table 4.7-2.

The information provided by the commenter does not result in a new environmental impact or a substantial increase in the severity of a previously identified environmental impact because existing mitigation measures address potential impacts to these species.

Table 4.7-2 Special-Status Species Potentially Occurring in the West Roseville Specific Plan Area

Common Name	Scientific Name ¹	Status ² (Fed/CA/CNPS)	Season ³	Primary Habitat ⁴	Present on Site ⁵	Comments
Plants						
<u>American manna grass</u>	<u><i>Glyceria grandis</i></u>	<u>E/E/1B</u>	<u>April-July</u>	<u>Vernal pool</u>	<u>§</u>	<u>Not observed during surveys of the project site.</u>
<u>Red bluff dwarf rush</u>	<u><i>Juncus leiospermus</i> var. <i>leiospermus</i></u>	<u>-/-/1B</u>	<u>March-May</u>	<u>Vernal pool</u>	<u>§</u>	<u>Not observed during surveys of the project site.</u>

Response to Comment 8

The commenter requests information about the extent to which surveys were conducted. The following special-status plant surveys were conducted:

- Results of Surveys for Special Status Species in the Fiddlyment/Placer 1600 Project Area, by Miriam Green Associates, July 18, 2000
- Rare Plant Survey of the West Roseville Specific Plan, by URS, June 25, 2002
- Lichen and Bryophyte Surveys of the West Roseville Specific Plan, by URS, June 25, 2002
- Wet Season Surveys for Freshwater Invertebrates and Spring Surveys for Rare Plants for the Placer County Habitat Conservation Plan, by Jones & Stokes Associates, July 2002
- Roseville West Specific Plan Area, Biotic Resources, Existing Conditions, by Sugnet & Associates, July 21, 1994

Each of these studies included surveys of the entire 3,162-acre WRSP project area with the exception of the survey prepared by Sugnet & Associates, which considered a geographical area that included only a portion of the WRSP site. In order to identify the majority of species listed, field surveys were conducted in April, May, and June 2000.

The commenter asks how many of the 1,000 vernal pools were surveyed during the blooming period for the federally threatened slender orcutt grass, *Orcuttia tenuis*. Slender orcutt grass is listed on Table 4.7-2 and described on page 4.7-16 of the Final EIR. Slender orcutt grass occurs in vernal pools from May through July, which is considered the blooming period. The special-status species survey prepared by Miriam Green Associates was conducted in April, May, and June 2000. The April surveys were designed to coincide with early blooming vernal pool plants and the late season surveys were timed to coincide with later blooming plants, such as the orcutt grasses (*Orcuttia* spp.) (results of Surveys for Special Status Species in the Fiddlyment/Placer 1600 Project Area by Miriam Green Associates, July 18, 2000, page 5). The Miriam Green Associates surveys were conducted on foot using meandering transects for early-season surveys. According to Miriam Green, every pool on site was surveyed. After surveying an individual pool, the information was documented by notating which pools were surveyed and noting

any target plants on the field maps. In addition, notes were taken on the water depth in each pool, its floristic diversity, and extent of grazing. For the June surveys, the deeper pools were revisited which were marked as wet during the April surveys and also the pools in which dwarf downingia was identified. Of the approximately 965 vernal pools on site, approximately 620 (64 percent) of the pools were surveyed during the blooming period for orcutt grasses (Green 2003). The surveys on the WRSP orcutt grasses were conducted to coincide with the timing of known blooming season of orcutt grasses at other sites (i.e., Phoenix Field Park in Fair Oaks) (Green 2002, appendices).

Response to Comment 9

The commenter states an opinion that impacts to vernal pool species should be considered significant and unavoidable. Refer to Response to Comment 17-3.

Response to Comment 10

The commenter states that in Section 4.7.4 of the Final EIR, the project will have a significant impact on the second, fourth, and fifth items listed in the Standards of Significance. Other than short-term impacts due to the loss of oak trees, all impacts to biological resources can be reduced to a less-than-significant level with the implementation of recommended mitigation measures (refer to MM 4.7-1 through MM 4.7-15 on pages 4.7-64 through 4.7-75 of the Final EIR). For impacts to oak trees, implementation of the proposed mitigation measures would reduce impacts to a level that is less than significant for long-term impacts. Short-term impacts to oak trees would remain short-term significant and unavoidable. The commenter indicates that the project will have a significant impact with respect to three thresholds of significance, yet provides no information to substantiate this opinion.

Response to Comment 11

The commenter states that there is no discussion regarding plans to create or enhance on-site wetlands. As reflected in Table 4.7-3 (Wetland Impact Mitigation Analysis) of the Final EIR, a total of approximately 48.149 acres of on-site mitigation will be provided, consisting of 40.193 acres of on-site preservation and 7.956 acres of on-site restoration. On-site restoration of wet swales, seasonal wetlands, and emergent marsh will occur along portions of Pleasant Grove Creek within Fiddyment Ranch. Vernal pool restoration is not presently proposed on site. Therefore, vernal pool restoration is only proposed in the off-site mitigation areas at Yankee Slough. Yankee Slough is a site that has been historically dry farmed, causing degradation of the vernal pool landscape. Although no wetland delineations have been conducted for the Remainder Area, MM 4.7-2 requires that wetland resources be thoroughly delineated prior to approval of development plans for the Remainder Area. In addition, MM 4.7-2 requires that

mitigation plans provide for no net loss of wetlands, ensuring that any impact will be less than significant after mitigation.

Response to Comment 12

Refer to Response to Comment 17-3.

The Biological Opinion issued by USFWS (November 20, 2003) states that Yankee Slough is an acceptable off-site location for the restoration of vernal pool habitat. The Yankee Slough area has been found to contain occurrences of vernal pool fairy shrimp and vernal pool grassland habitats. The Biological Opinion states that “the off-site preservation components at [Yankee Slough] assist in preserving large parcels of vernal pool habitat in this northwestern portion of Placer County and would off-set the loss of habitat on the proposed Westpark/Fiddyment site.” The Yankee Slough property has been dry farmed for the last twenty years; and prior to farming, it was a natural vernal pool landscape (ECORP and Wildlands, Inc. 2003). Currently, the Yankee Slough property contains approximately 25.48 acres.

The USFWS has visited the off-site mitigation locations and issued a Final Biological Opinion dated November 20, 2003, indicating that the proposed mitigation, including the mitigation locations, is adequate to allow issuance of an Incidental Take Statement under Section 7 of the federal Endangered Species Act.

Response to Comment 13

The commenter requests information regarding the ownership of the off-site properties and how they will be protected in perpetuity. The off-site properties, known as Yankee Slough and East Sheridan, are owned by wetland/habitat mitigation banking enterprises such as Wildlands Inc. and Conservation Resources. The off-site properties will be purchased in fee, deed restricted, or a conservation easement will be placed on the mitigation sites to ensure preservation in perpetuity as open space. An Operation and Management (Operation and Management) Plan and Long-Term Monitoring Program will be prepared and implemented to the satisfaction of the USFWS that names an independent Preserve Manager and Preserve Steward to oversee all restoration, maintenance, and monitoring activities. No other projects have used these properties for mitigation purposes. The WRSP will be the first project to utilize these specific off-site locations for mitigation purposes.

Response to Comment 14

The commenter states that the Draft EIR is incomplete and should be withdrawn until the mitigation of impacts to wetlands can be insured, described, and validated. The Draft EIR complies with all of the substantive and procedural requirements of CEQA, including, but not necessarily limited to, the

consideration and discussion of impacts to wetlands and the identification of feasible mitigation measures that are designed to avoid, reduce, or compensate for wetland impacts. With respect to the completeness of the EIR, the project can only be approved if the City of Roseville certifies that (1) the Final EIR was completed in compliance with CEQA; (2) the Final EIR was reviewed and considered by the decision-making body; and (3) the Final EIR reflects the Lead Agency's independent judgment and analysis. Refer to Topical Response C (Adequacy of Draft EIR) for a discussion of the Adequacy of Draft EIR of the Draft EIR.

Response to Comment 15

The commenter states an opinion regarding man's ability to create, recreate, or restore wetlands. Creation and restoration of wetland habitat, including vernal pools, is an accepted method of compensatory mitigation of the natural resource and permitting agencies, including the USFWS, USEPA, CDFG, and USACE. Furthermore, many long-term studies of the success of vernal pool restoration efforts indicate that the function and characteristics of artificial or restored basins replicate natural pools over time (refer to *Review of Ten Years of Vernal Pool Restoration and Creation in Santa Barbara, California*, Wayne R. Ferren Jr. and David M. Hubbard, and *An Overview of 15 Years of Vernal Pool Restoration and Construction Activities in San Diego County, California*, Charles Black and Paul Zedler; both documents are found in C.W. Witham, E.T. Bauder, D. Belk, W.R. Ferren Jr., and R. Ornduff (Editors) *Ecology, Conservation, and Management of Vernal Pool Ecosystems—Proceedings from a 1996 Conference*, California Native Plant Society, Sacramento, CA 1998).

In addition to the creation and restoration of wetland habitats, the proposed mitigation strategy also includes the preservation of existing habitat to compensate for on-site impacts. As indicated by Table 4.7-3 (Wetland Impact Mitigation Analysis), approximately 66.873 acres will be preserved (both on site and off site) and approximately 51.706 acres will be restored (both on site and off site).

The proposed mitigation ensures a "no net loss" of wetlands, which is a policy supported by the federal and State governments.

Response to Comment 16

This comment contains general information and is not a comment on an environmental issue. Therefore, no further response is required.

California Native Plant Society
Sacramento Valley Chapter
P. O. Box 160585
Sacramento, CA 95816

October 14, 2003

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

I am writing in response to the Draft EIR for the West Roseville Specific Plan and Sphere of Influence Amendment, on behalf of the Sacramento Valley Chapter of the California Native Plant Society.

18-1

The impacts to the project area vernal pools do not appear to be fully disclosed. Painstaking examination of figure 4.7.2 shows that more than 700 vernal pools, out of the 1000 within the project area, will be directly affected by the preferred alternative. Since individual vernal pools are small, the discussion of only acreages is misleading and incomplete. The numbers of pools involved are important for fully understanding project impacts, and for understanding the extent of challenges for complete mitigation.

18-2

The project area is generally described in the Introduction, and elsewhere, as containing "non-native annual grasslands". However, vernal pools are often small refuges for native plants. A short (and I suspect incomplete) list of these plants is listed on page 4.7-11. Since these vernal pools appear to be well distributed across the entire project area, it is misleading to characterize the site as "non-native annual grasslands". It would be more accurate to include the vernal pool grassland in the basic description.

18-3

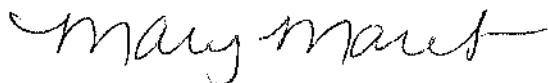
The DEIR states that the Remainder Area has not been surveyed for special status plants, but that none are suspected. This statement is mis-leading as special-status vernal pool plants can often pop up where they are not expected! I know of one population that is restricted to only one pool in a large vernal pool landscape, and went undetected through several professional surveys. If surveyed areas can harbor listed plants, it seems reckless to make assumptions about unsurveyed areas.

18-4

As far as mitigation measures, the MM 4.7-1 (Ensure no net loss of wetlands) was incomplete, as there was no discussion of on-site mitigation and it is unclear whether there are existing, *available* off-site areas that contain similar numbers and quality of vernal pools as the project area. Vernal pool creation is a poor substitute for the preservation of a functioning system.

18-5

Sincerely,



Mary Maret, Conservation Co-Chair
Sacramento Valley Chapter, California Native Plant Society

**■ Response to Comment Letter 18
California Native Plant Society, Sacramento Valley Chapter (Mary Maret)
(October 14, 2003)**

Response to Comment 1

This comment contains general information and is not a comment on an environmental issue. Therefore, no further response is required.

Response to Comment 2

The commenter states that impacts to vernal pools do not appear to be fully disclosed due to the number of vernal pools that will be impacted as a subset of all of the vernal pools. Consistent with the methodology of the federal Clean Water Act, Section 404, the methodology used to calculate aquatic habitat impacts and appropriate compensation is in terms of wet acres, rather than the number of vernal pools. Whether the aquatic habitat is “jurisdictional” under the federal Clean Water Act is independently determined by the USACE. While acknowledging the importance of the standard approach to habitat impact assessment (using wet acre calculations), the USFWS decided to evaluate impacts associated with the WRSP on a watershed (or landscape) basis during consultation under Section 7 of the federal Endangered Species Act. This approach resulted in the landowners purchasing off-site property (e.g., Yankee Slough property) to adequately compensate for on-site impacts. The landscape analysis considers habitat within the vernal pool landscape, rather than solely on a per-acre basis. The assessment of upland grasslands (i.e. vernal pool grasslands) in measuring the vernal pool inventory and impacts is consistent with the applicant’s application to the USACE and USFWS. The commenter’s use of the number of pools to derive a percentage of impact area does not accurately reflect the actual degree of impacts. For the reasons stated in Response to Comment 17-3, the USFWS evaluated impacts on a watershed basis (refer also to Response to Comment 17-3).

Response to Comment 3

The commenter states that vernal pools are often small refuges for native plants and that an incomplete list of plants is listed on page 4.7-11. The commenter is correct that vernal pools are refuges for native plants. The text on page 4.7-11 includes a brief sampling of the types of vernal pool species that are likely to occur within the project site. Table 4.7-2 on page 4.7-13 through 4.7-15 of the Final EIR includes a complete list of special-status species occurring in WRSP project area. The plant surveys prepared for the project (refer to Response to Comment 17-8) include exhaustive lists of plant types that have the potential to occur on the project site.

The commenter states that since vernal pools are distributed over the entire project site, it is misleading to characterize the site as non-native annual grasslands and suggests that vernal pool grassland be included in the basic description. Pages 4.7-3 through 4.7-12 of the Final EIR describe the terrestrial habitats located on the project site, which include annual grassland, blue oak woodland, valley-foothill riparian, Trees-of-Heaven Grove, wetlands, ephemeral creeks, and vernal pools and seasonal wetlands. As stated on page 4.7-3 of the Final EIR, annual grassland is the most common and extensive habitat type, representing approximately 4,500 acres of the 5,527-acre project site.

Response to Comment 4

The commenter states that the Remainder Area has not been surveyed for special-status plants and suggests that the Draft EIR concludes that none are suspected. Page 4.7-42 of the Final EIR specifically state, "Surveys for special-status plant species have not been conducted in the Remainder Area. However, this area is similar to the WRSP Area, so it is likely to contain suitable habitat for these species in the habitats that are present there. Loss of special-status plant species would be a significant impact. MM 4.7-2 requires that surveys for special-status plants be conducted prior to any development in the Remainder Area. If no special-status plants are determined to be present in the Remainder Area, then no further mitigation would be required. However, if special-status plants are determined to be present in the area, then the project applicant shall ensure that no net loss of special-status plant species will occur."

Response to Comment 5

The commenter states that MM 4.7-1 (Ensure no net loss of wetlands) is incomplete because there is no discussion of on-site mitigation. As reflected in Table 4.7-3 (Wetland Impact Mitigation Analysis) of the Final EIR, a total of approximately 48.149 acres of on-site mitigation will be provided, consisting of 40.193 acres of on-site preservation and 7.956 acres of on-site restoration. On-site restoration of wet swales, seasonal wetlands, and emergent marsh will occur along portions of Pleasant Grove Creek within Eddyment Ranch. On-site vernal pool restoration is not proposed. Given the indirect impacts assumed by the USFWS and the associated mitigation to compensate for these impacts. Any restoration of vernal pools within 250 feet of existing vernal pools on site would require additional compensation for indirect impacts; hence, it is not effective compensation. Therefore, vernal pool restoration is only proposed in the off-site mitigation areas at Yankee Slough, which is a site that has been historically dry farmed, causing degradation of the vernal pool landscape.

The USFWS (Letter from Ken Sanchez of USFWS to Tom Cavanaugh of USACE, dated November 20, 2003) states that Yankee Slough is an acceptable off-site location for the restoration of vernal pool habitat. The USFWS has conditioned the project to prepare a Restoration Plan and to provide a funding mechanism to fully fund maintenance, management, and monitoring of the preserve and restoration

areas. The restoration plan must identify the location, size, and density of vernal pool/swales proposed for the site.

The USFWS states that the Yankee Slough area has been found to contain numerous occurrences of vernal pool fairy shrimp within vernal pool grassland habitats. The off-site preservation components at Yankee Slough assist in preserving large parcels of vernal pool habitat in this northwestern portion of Placer County and would off-set the loss of habitat on the proposed Westpark/Fiddymont site (Final Biological Opinion, November 20, 2003, page 16).

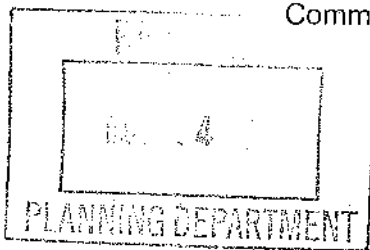
The USFWS has visited the proposed off-site mitigation locations and has issued a Final Biological Opinion dated November 20, 2003, indicating that the proposed mitigation, including the mitigation locations, is adequate to allow issuance of an Incidental Take Statement under Section 7 of the Endangered Species Act.

The off-site properties are owned by wetland/habitat mitigation banking enterprises such as Wildlands Inc. and Conservation Resources. The off-site properties will be purchased in fee, deed restricted, or a conservation easement will be placed on the mitigation sites to ensure preservation in perpetuity as open space. An Operations and Management Plan and Long-Term Monitoring Program will be prepared and implemented, to the satisfaction of the USFWS, that names an independent Preserve Manager and Preserve Steward to oversee all restoration, maintenance, and monitoring activities.

Creation and restoration of wetland habitat, including vernal pools, is a method of compensatory mitigation accepted by all of the natural resource and permitting agencies, including the USFWS, USEPA, CDFG, and USACE. Furthermore, many long-term studies of the success of vernal pool restoration efforts indicate that the function and characteristics of artificial or restored basins replicate natural pools over time (refer to *Review of Ten Years of Vernal Pool Restoration and Creation in Santa Barbara, California*, Wayne R. Ferren Jr. and David M. Hubbard; and *An Overview of 15 Years of Vernal Pool Restoration and Construction Activities in San Diego County, California*, Charles Black and Paul Zedler; both documents are found in C.W. Witham, E.T. Bauder, D. Belk, W.R. Ferren Jr., and R. Ornduff (Editors), *Ecology, Conservation, and Management of Vernal Pool Ecosystems-Proceedings from a 1996 Conference*, California Native Plant Society, Sacramento, CA, 1998).

As indicated by Table 4.7-3 (Wetland Impact Mitigation Analysis), approximately 66.873 acres of wetlands/vernal pools will be preserved (both on site and off site) and approximately 51.706 acres of wetlands/vernal pools will be restored (both on site and off site). Of the total amount of wetlands mitigation, approximately 94.81 acres are specifically designated for vernal pool restoration and

preservation. The proposed mitigation ensures a “no net loss” of wetlands, which is a policy supported by the federal and state governments.



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www.rebuildca.org

October 23, 2003

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

Subject: Proposed West Roseville Specific Plan
Request - SUPPORT

Dear Mr. Richardson,

On behalf of the California Alliance for Jobs, which represents 50,000 construction union members and 1,700 contractors in Northern California -- more than 4,000 of whom reside in Placer County, I urge your support of the proposed West Roseville Specific Plan.

19-1

The California Alliance for Jobs has been working hard to ensure proper transportation and land use decisions and policies are developed to adequately accommodate the 180,000 new residents who will move to Placer County over the next 20 years.

19-2

The proposed West Roseville Specific Plan is a well-conceived project that will help Placer County meet its new housing needs. The West Roseville Plan will also contribute more than \$130 million towards road, bike and pedestrian improvements throughout the Roseville Area.

19-3

Additionally, the West Roseville Specific Plan will:

- Permanently set aside 955 acres for parks and open space - 30% of the overall project area;
• Provide for the building of four elementary schools, one middle school and one high school;
• Create 5,000 new full-time jobs in Roseville, and 400 seasonal construction jobs and approximately 3,000 more jobs in the region as a result of local spending;
• Generate \$10 million annually in local property taxes to be shared by the City of Roseville and Placer County.

19-4

19-5

19-6

19-7

We commend the long-range comprehensive planning effort put forth by both City planning staff and the applicant, and are confident when completed the West Roseville Specific Plan will enhance the quality of life enjoyed by Roseville residents

19-8

Sincerely,

Handwritten signature of Joseph Cruz

Joseph Cruz
Government and Business Affairs Representative

A Labor Management Partnership to Build a Better California

Associated General Contractors of California

Operating Engineers Local Union #3

Engineering and Utility Contractors Association

Northern California District Council of Laborers

Association of Engineering Construction Employers



**■ Response to Comment Letter 19
California Alliance for Jobs (Joseph Cruz) (October 23, 2003)**

Response to Comment 1

This comment provides introductory text that identifies the commenting individuals, organizations, and/or experts. Further, the comment expresses support of the project. This comment is acknowledged, and the opinion of the commenter(s) will be provided to the decision-makers for their review and consideration when deciding whether to approve or deny the proposed project.

Response to Comment 2

This comment contains general information on the purpose of the commenter's organization and activity Placer County. It is not a comment on an environmental issue. This comment is acknowledged, and the opinion of the commenter(s) will be provided to the decision-makers for their review and consideration when deciding whether to approve or deny the proposed project.

Response to Comment 3

The comment's support for the WRSP, and its inference that the project will help the County meet housing needs, and contribute to the regional transportation improvements is noted. The opinion of the commenter(s) will be provided to the decision-makers for their review and consideration when deciding whether to approve or deny the proposed project.

Response to Comment 4

The comment's statement regarding increased recreational opportunities and dedicated open space resulting from the proposed project is noted, and will be provided to the decision-makers for review and consideration when deciding whether to approve or deny the proposed project.

Response to Comment 5

The comment's statement regarding educational improvements and new school construction resulting from the proposed project is noted, and will be provided to the decision-makers for review and consideration when deciding whether to approve or deny the proposed project.

Response to Comment 6

The comment's statement regarding increased employment opportunities construction resulting from the proposed project is noted, and will be provided to the decision-makers for review and consideration when deciding whether to approve or deny the proposed project.

Response to Comment 7

The comment's statement regarding increased tax revenue for both the City and County resulting from the proposed project is noted, and will be provided to the decision-makers for review and consideration when deciding whether to approve or deny the proposed project.

Response to Comment 8

This comment contains general information and is not a comment on an environmental issue. Therefore, no further response is required.



Sierra Foothills Audubon Society

October 28, 2003

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

RE: Comments on the West Roseville Specific Plan and SOI Amendment DEIR

Dear Ms. Pease:

Thank you for the opportunity to comment on this project. The comments below were written on behalf of Sierra Foothills Audubon Society and the Mother Lode Chapter of the Sierra Club.

20-1

Inadequate coverage of impacts due to development of the Remainder Area:

It is clearly anticipated in the DEIR that development will occur in the Remainder Area. Therefore, the impacts of this annexation will almost certainly include all the impacts associated with that additional development. CEQA requires that all reasonably foreseeable impacts be considered. However, the DEIR gives only cursory treatment to those impacts. Before this annexation decision is made, the EIR must analyze all the impacts of that future development and describe mitigation plans in some detail. Simply stating that the impacts of those Remainder Area developments will be mitigated in similar ways to those of the WRSP impacts is not adequate.

20-2

Inconsistency with Guiding Principles:

The proposed project is inconsistent with, or in direct violation of at least 6 of the 13 Guiding Principles adopted by the Roseville City Council.

- Guiding Principle 3: *"Any development proposal west of Roseville shall not conflict with the Pleasant Grove Wastewater Treatment Plant and future Power Generation Facility."*
 - The 1000 foot buffer between residential areas and the wastewater treatment plant will not prevent plant odors from being a nuisance to residents. I have visited dozens of wastewater treatment plants throughout California and can attest to the fact that all of them, even the most modern, produce strong odors at certain times of the day and times of the year. The 1000 foot buffer is not adequate to prevent these odors

20-3

from being a nuisance to residents. There will be an avalanche of complaints from residents that may ultimately force the closing of this plant. When Sacramento built the Elk Grove Wastewater Treatment Plant they buffered it with thousands of acres of open space to prevent such conflicts. Roseville cannot afford to take the risk of having this plant shut down.

20-3

➤ The mitigation measures required for operation of this plant are dependent on Roseville's compliance with the MOU between the city and the US Fish & Wildlife Service. As noted elsewhere in these comments, Roseville is not in compliance with this MOU and this project will put it further out of compliance by destroying more of the resources that the MOU was supposed to protect.

20-4

• Guiding Principle 5: *"Any development proposal west of Roseville shall include a plan to ensure full funding and maintenance of improvements and services at no cost to existing residents (including increased utility rates). A proposal shall not burden/increase the cost, or diminish the supply and reliability of services."*

20-5

➤ Most of the mitigation measures proposed in this DEIR to deal with increased need for services are non-specific. None is supported by a full financial analysis, budget and means of funding. This document does not constitute the significant evidence needed for decision makers to determine if this project can meet the requirements of Guiding Principle 5.

• Guiding Principle 6: *"Any development proposal west of Roseville shall aid in regional traffic solutions and in right of way preservation."*

➤ This project will add the traffic impacts of over 21,000 residents and additional employee visits to an area already in a crisis state in terms of traffic congestion. Comments on the NOP received from the California Highway Patrol confirm this situation, *"The project...will substantially increase traffic volume and impact State highways...particularly Interstate 80 (I-80), State Route 65 (SR 65) and Baseline Road."* They further note that growth in Lincoln, the Galleria opening and the Casino have already caused a *"major increase"* in usage of SR 65. With regard to I-80 they state, *"Interstate 80...is currently operating at near maximum capacity. During certain times of the day, Interstate 80 is beyond capacity resulting in gridlock or near gridlock as traffic flows at a seriously reduced speed in both directions. This gridlock and congestion increases the potential for additional collisions. Any significant increase in growth will further affect this major Interstate."* This project offers no means to mitigate direct, indirect and cumulative impacts on SR 65 or I-80.

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➤ This project directly jeopardizes the completion of Placer Parkway, a project purported to relieve congestion on SR 65 and I-80. The process for selection of a right of way corridor for Placer Parkway is currently underway and all or nearly all of the potential routes go through the Project Area. However, no allowance is made in the Specific Plan for this

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contingency. Indeed, the approval of this annexation and Specific Plan may make Placer Parkway infeasible if the 'least environmentally damaging' route is blocked by this development. This project, rather than aiding "right of way preservation", will eliminate most right of way options for Placer Parkway.

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➤ In addition, this project has, as noted elsewhere in these comments, indirectly supported two additional proposed projects, Placer Ranch and De La Salle, both of which would block some or all of the possible routes for Placer Parkway.

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➤ The project, as shown in the DEIR, will directly reduce the service levels at many local intersections and on numerous County roads and impacts will be significant even after mitigation.

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• Guiding Principle 7: *"Any development proposal west of Roseville shall secure and provide a new source and supply of surface water and should include reduced water demand through the use of recycled and other off-sets."*

➤ As noted elsewhere in these comments, the water supplies for this project are almost purely speculative. It relies on water sources that are by no means assured or "secure" and requires use of groundwater in direct violation of the Guiding Principles and of the Placer County General Plan.

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• Guiding Principle 11: *"Any development proposal west of Roseville shall include a significant interconnected public open space component/conservation plan in coordination with the City of Roseville/USFWS Memorandum Of Understanding."*

➤ As noted above and elsewhere in these comments, this project is inconsistent with the spirit and intent of the Roseville/USFWS MOU.

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• Guiding Principle 13: *"Any development proposal west of Roseville shall provide a "public benefit" to the City and residents."*

➤ As acknowledged in the DEIR itself, this project will bring to Roseville and neighboring communities increased traffic congestion, increased air pollution, less open space, increased risks of water shortages and numerous other impacts that will substantially degrade the quality of life that most Roseville residents came here to enjoy.

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Inappropriate and unjustified inducement of growth beyond Roseville Sphere of Influence:

The fundamental rationale for this project is to *"Aid the City in meeting its recognized obligation to accommodate a percentage of future population growth in the region by increasing the residential holding capacity..."* This is an inappropriate rationale for the following reasons:

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- Over the past 20 or so years Roseville has been among the fastest growing cities in the state, growing at a rate substantially higher than the state as a whole. It is now the largest city in Placer County and has already contributed MORE than its share of new residential housing.
- The current city boundaries contain room for growth, infill and redevelopment for further residential, commercial and industrial development.
- The West Placer region already has holding capacity well in excess of its requirements (based on California State Department of Finance projections) for at least the next forty years without any further re-zoning or expansions of city borders or spheres of influence (SACOG Blueprint Base Case Report, Yeager 2003). Some minor rezoning, redevelopment and/or increases in assumed density could extend that holding capacity for even more years into the future.

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This request for annexation and expansion of Roseville's Sphere of Influence violates both the spirit and intent of the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000. This legislation is intended to insure logical, orderly growth that balances the need for housing and employment with preservation of open space and efficient use of infrastructure. The basic tenet is that urban sprawl that destroys open space and extends urban services and impacts into agricultural areas must only occur after other means to accommodate growth within existing urbanized areas have been exhausted. Given the current holding capacity of this region, there is no basis for a project with such substantial and unavoidable environmental impacts to proceed.

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Under Cortese-Knox-Hertzberg development is required to be steered away from "Prime Agricultural Land". The DEIR claims that only a small portion of the project area qualifies for this designation. However, that conclusion is based only on soil type and assumes intensive crop agriculture. Section 56064 of Cortese-Knox-Hertzberg defines Prime Agricultural Land to include, "land that supports livestock used for the production of food and fiber and that has a carrying capacity equivalent to at least one animal per acre." The land in question is clearly capable of supporting substantial numbers of grazing livestock and has done so in the past.

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Section 65352.5 requires that timely availability of water supplies is necessary to approve such annexations or sphere of influence changes. As noted elsewhere in our comments, this requirement cannot be met for this project.

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This project does not meet Roseville's fair share of regional affordable housing and moves the City even further away from reaching that share. SACOG applies a 34% figure for fair share of affordable housing, while Roseville continues to struggle to even attain a 10% share. Infill and redevelopment opportunities within the existing Roseville City Limits would be much more likely to produce affordable housing units. Those opportunities should be exhausted before considering such an expansion of the city boundaries. In fact, the DEIR does not even consider such an alternative (see comments below under Alternatives).

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The DEIR does not demonstrate a reliable, long-term source of water for this Project:

- Regulatory Setting Omissions: Regarding the regulatory setting (DEIR 4.11.14), there are additional statutes that address the need for proof of sufficiency of long-term water supplies.
 - California Environmental Quality Act (PRC 21151.9)
 - Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 (Gov. Code 56668(k))
 - Planning and Zoning Law (Gov. Code 65352.5)
- The DEIR improperly classifies certain additional supplies as existing supplies.
 - The various statutes require, among other things, that the City demonstrate the ability to adequately serve the needs of the project, in addition to the build-out of the existing General Plan. This includes the demands associated with a 20-year projection, during single-dry and multiple-dry years. (Gov. Code 66473.7)
 - The statutes make a distinction between presently available supplies and those "projected water supplies that are not currently available." The DEIR use of the phrase "existing supplies" is inappropriate in the regulatory context. Much of the so-called existing supplies are in fact "projected water supplies that are not currently available." All additional supplies that are needed to serve the project, both directly and indirectly, are subject to the substantial evidence test that they can be relied upon (Gov. Code 66473.7 (d)).
 - Presently, as the DEIR notes, Roseville does not have sufficient supplies available during dry years to serve build-out of its General Plan (51,620 AF/yr). Although the City's contractual entitlements are 62,800 AF/yr, under the Water Forum Agreements, Roseville can access only 39,800 AF/yr during dry years and 55,700 AF/yr during wet years. Although the City has contingency plans to pump ground water and use recycled water to boost water supplies, since the City's current demand is only 32,799 AF/yr, it has done no groundwater pumping and produced little recycled water. Existing available supplies in dry years are little more than the 39,800 AF/yr available under existing contracts and agreements.
- All additional supplies must be subject to the substantial evidence test.
 - Part of Roseville's strategy to supply the WRSP/SOI is to increase City supplies to a level at which there will be a surplus. By increasing existing supplies available during dry years to its wet year level of 55,700 AF/yr, it hopes to have a surplus of 4,080 AF/yr to provide to the WRSP/SOI.

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But the projected surplus water supplies are not currently available, so cannot be considered "existing supplies" as the DEIR claims. Efforts by the City to create a surplus, including the pumping of groundwater and the increasing the capacity to make available additional recycled water are subject to the same substantial evidence tests of reliability that those additional supplies that are more obviously directly tied to the project are subject to.

- Any water supply projects, such as water transfers, reclaimed water, conservation measures, groundwater pumping, etc. must be verified by providing the following documentation: (Gov. Code 66473.7 and Water Code 10910(d)(2)(A)(B)(C))
 - Written contracts or other proof of rights to supplies.
 - A completed and adopted financing program for delivery.
 - All applicable federal, state, and local permits.
 - Any necessary regulatory approval required to convey the water.
- The DEIR fails to provide evidence that each method of delivery of new supplies meets the substantial evidence test for reliability.
 - The City of Roseville intends to cobble together a number of supply sources, including recycled water, ground water, conservation, and a transfer from San Juan Water District to meet the needs of the WRSP. The DEIR and the Water Supply Assessment (Appendix S) fail to document that the above criteria have been specifically met in regard to each new supply source. The Water Supply Assessment is overly vague and general in documenting compliance. (WSA p.10)
- The DEIR fails to account for, analyze the impacts of, and mitigate for the total amount of groundwater pumping necessary for the project.
 - In many instances the DEIR miss-states the total groundwater to be pumped to serve the WRSP. In order to create surplus water supplies for the City to make available to the WRSP/SOI, during dry years it plans to pump 7,400 AF/yr that it is not currently pumping. This is in addition to the amount given as necessary to serve the WRSP, 2,848 AF/yr.
 - The DEIR provides very little analysis of the impacts on local groundwater related to pumping 10,248 AF/yr. (WSA p.11-13). How will the water table be impacted for nearby agricultural operations? Placer County has recently approved in concept the De La Salle University and Community, which will rely on groundwater indefinitely depending on whether/when supplies from the Sacramento River diversion are available. What will be the cumulative impacts to the aquifer?

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- The only mitigation provided (by fallowing farmland) is for the 2,484 AF/yr. The pumping of an additional 7,400 AF/yr to enable that a surplus of City water will be available for the project must also be mitigated for, or declared unmitigatable.

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Inadequate consideration of Special Status bird species:

1. Table 4.7-2 (page 4.7-13) contains inaccurate information and omissions. It also appears that two important sources of information about bird species in this area have been ignored: the results of the 2002 Lincoln Christmas Bird Count and recent surveys conducted by Jones & Stokes for the Placer County HCP/NCCP.
2. Burrowing Owl is listed as a summer resident on this site. This species is commonly a year-round resident in much of the Sacramento Valley (Fix & Bezener 2000), including the valley portions of Placer County (Webb 2003). Burrowing Owls have been observed on this site as late in the year as mid-October (pers. obs.) and are likely year-round residents. For the sake of this document, it should be assumed that they occupy their burrows throughout the year on this site.
3. Short-eared Owls were not mentioned in this table. They are a California Species of Special Concern) and have been found just north and west of this site (LeBaron 2003).
4. Prairie Falcon was NOT listed in this table (although it was mentioned in the text on page 4.7-19). This species is regularly found on this site in winter (LeBaron 2003, pers. obs.).
5. Merlin was not mentioned in the table although it is a California Species of Special Concern and has been found just west of this site (LeBaron 2003).
6. Long-billed Curlews (a California Species of Special Concern) were not mentioned. They are regular spring and late summer migrants and winter residents in this area and were found on this site during the 2003 Lincoln Christmas Count (LeBaron 2003, pers. obs.).
7. Loggerhead Shrike was described as "*known to occur in the vicinity of the project site*". In fact, this area harbors large numbers of Loggerhead Shrikes in winter (LeBaron 2003) and this species is regularly found on site in the breeding season (pers obs.).
8. Tricolored Blackbirds (a state AND federal Species of Special Concern) forage on this site in winter (LeBaron 2003, pers. obs.).
9. In addition, Yellow Warblers and Willow Flycatchers are regular spring and fall migrants along Pleasant Grove Creek.
10. Two statements on page 4.7-43 suggest that "*suitable nesting sites*" exist on site for Ferruginous Hawk. This species does not normally nest in California (Johnsgard 1990, Small 1994). As noted in Table 4.7-2, it is present on this site in winter (LeBaron 2003).

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Inadequate mitigation of impacts on Special Status bird species:

In general, the DEIR assumes that meeting the minimal necessary standards imposed by the regulatory agencies is sufficient to mitigate the impacts to all the Special Status species to less than significant. This is simply inadequate

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under CEQA. Mitigations may need to go well beyond the level required by the agencies to achieve impacts that are less than significant.

- Swainson's Hawk

1. Swainson's Hawk numbers in California have declined by over 90% in the last century (Bloom 1980). Therefore, extraordinary measures must be taken to insure that this species is not extirpated from our state. The declines in this species are due to both loss of riparian breeding sites (Katibah 1983) and loss or degradation of foraging habitat (England et al. 1997). Mitigation must address both types of impacts.
2. There may be no more than a half dozen or so breeding pairs of Swainson's Hawk left in Placer County (pers. obs.). The fact that as many as three of those breeding pairs may use this project site calls for great diligence in mitigating the loss of this particular patch of habitat.
3. Table 4.7-4 significantly underestimates the impact on foraging habitat. One must assume that all of the grasslands on this site will be impacted by development. This includes the Remainder Area and the areas designated as Open Space within the development. The action anticipated by this project will almost certainly result in the development of the Remainder Area. The on-site retained open space is unlikely to support Swainson's Hawks due to its small size, fragmented nature and indirect effects of dense adjacent residential development. Although this species is known to be more tolerant of human activity near its nest site than many other raptors (Estep 1989, England et al. 1995), there is no evidence that it would forage in such small areas of highly impacted habitat (Berry et al. 1998). Therefore, the actual acreage of foraging habitat impacted is closer to 5000 acres (nearly 3000 acres of the WRSP and nearly 2000 acres of the Remainder Area).
4. The mitigation ratios proposed are inadequate to mitigate the impacts of this project. First of all, we must keep in mind that a 1:1 mitigation ratio really means that there will be a net, acre-for-acre, loss of Swainson's Hawk habitat in the near term. Mitigation of less than 1:1 (as proposed here) in the context of the dramatic declines in this species is inadequate. This will increase, not decrease the species trend toward extirpation. Mitigation at 1:1 of similar habitat should be an absolute minimum standard. Even 1:1 mitigation should be accompanied by a management plan to enhance the habitat value of the mitigation lands (e.g., planting of alfalfa, grain or hay crops- Schmutz 1987, Bradbury 2002, Woodbridge 1991) to increase its ability to support Swainson's Hawk breeding success. Indeed, Noss et al. (2002) emphasize the critical need for specific types of active agriculture to preserve this species, stating that Swainson's Hawks "*cannot be protected through the conservation and preservation of grasslands, vernal pool, or other natural habitats. Nesting density, a strong indicator of an area's carrying capacity, is as much as 6 times greater on cultivated agricultural lands than on grasslands.*"
5. The reduction of mitigation ratios for land more than one mile from a nest site shown in Table 4.7-4 is based on incorrect information concerning nest site distances. Apparently only the older off-site nest site locations were used (ECORP 2003), ignoring the fact that Miriam Green Associates (Miriam Green Associates 2000) found an active nest site on

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the property itself (not “adjacent to the WRSP Area” as the DEIR states on page 4.7-17). From the general description of the location of this nest, it is likely that nearly the entire project site is within a mile or so of this nest.

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6. Reducing the mitigation ratio for land more than one mile from the nest sites is not justified. In this particular case, the locations of current and historical nest sites just to the east of this project means that birds using those sites are likely to be especially dependent on the project site since the areas to the east and south of those nest sites are now highly urbanized and essentially worthless as foraging habitat. While the notion of reduced value for habitat more than one mile from the nest site may have some theoretical validity for perfectly circular, nest-centered home ranges (with fairly homogeneous habitat quality), it does not apply in this case.

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7. The size, location and nature of the proposed mitigation lands are inappropriate and inadequate. Average home range size for a single pair of Swainson’s Hawks in Northern California has been estimated to be between 6800 and 9000 acres, with some home ranges as large as 20,000 acres (Estep 1989, Babcock 1995, Woodbridge 1991).

- a. As explained above, the 600+ acres of fragmented on-site Open Space cannot be counted toward mitigation.
- b. The proposed mitigation land is spread throughout the county in separate blocks, none of which is large enough to support breeding Swainson’s Hawks.
- c. The sites are largely surrounded by land that is unprotected from future development and, therefore, may become useless islands of habitat in the future.
- d. The sites do not necessarily contain suitable Swainson’s Hawk foraging habitat.
- e. The sites do not necessarily have suitable nesting sites for Swainson’s Hawk.
- f. The mitigation plans do not specify any management activity to enhance or maintain habitat value for Swainson’s Hawk on these sites and no funds are allocated for this purpose.

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8. The means by which these mitigation lands would be acquired are vague and speculative. From page 4.7-69 of the DEIR, “Areas within Yankee Slough and other as of yet an undermined (sic??) southern Placer County site (possibly (sic) Reason Farms) would be preserved (see Figure 4.7-4). Up to 400 acres of the 486.66 additional Off-site Conservation Easement acres are proposed to be located at Reason Farms. Acquisition of the preservation acreages in two areas near Sheridan in southwestern Placer County detailed in Table 4.7-4 and Figure 4.7-4 would reduce impacts due to loss of grasslands to **less than significant**”. In other words, to compensate for the loss of nearly 5000 acres of documented Swainson’s Hawk foraging habitat (see item 3 above), Table 4.7-4 proposes 690 acres at one specified location and another 468 acres of largely speculative preservation at some number of other sites yet to be determined.

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9. There is no mitigation proposed for possible loss of Swainson’s Hawk nesting sites. All mitigation for Swainson’s Hawk refers to grassland and foraging habitat preservation, not riparian nesting site preservation. It is

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likely that construction will result in loss of potential or actual nest site trees and appropriate habitat must be preserved to mitigate for this foreseeable occurrence.

10. There is no mention of active management of the mitigation areas to enhance or maintain suitable Swainson's Hawk habitat.
11. There is no funding or financial plan discussed for acquiring or managing the mitigation properties.
12. The 350 foot construction activity buffer around active nest sites is inadequate. Although this species is well-known to be tolerant of regular human activity around nest sites (Estep 1989, England et al. 1995), Stahlecker (1975) found that Swainson's Hawks may desert nest sites due to loud, irregular activities. This past spring construction activity near an active Swainson's Hawk nest caused it to be abandoned (M. Bradbury, pers. comm.). A minimum construction buffer around nest sites should be ¼ mile.
13. The limited activity period from February through August may not be adequate to protect recently fledged Swainson's Hawks. This species breeds later than most other raptors (England et al. 1997) and it is possible that dependent, fledged birds may still be in the vicinity of the nest site past the end of August. For this species, a March through mid-September period might be more appropriate (M. Bradbury and W. Holt, pers. comm.).
14. There is no mention of any plan to monitor the success of the mitigation plans for Swainson's Hawk. There should be detailed descriptions of how the mitigation lands will be managed, what criteria will be measured to determine success, what steps would be taken if those criteria are not met. Further, there should be a budget to fund these activities with the source of funding identified. Without this information, it is impossible for decision makers to know if the impacts of this project will actually be mitigated. In addition, without success criteria, monitoring and plans for adaptive management, this project is out of compliance with the requirements of Public Resource Code Section 21081.6.

• **Burrowing Owl**

1. In contrast to Swainson's Hawks, which are relatively tolerant of human proximity and forage readily in areas of active agriculture, Burrowing Owls have been severely impacted by residential and urban development and intense agricultural practices (Holroyd et al. 2001).
2. In Placer County, only a handful of Burrowing Owls are known to persist (pers. obs.). This site is one of perhaps two or three Placer locations that still support this species. The finding of at least three pairs on this site (Miriam Green Associates 2000) is of considerable local significance.
3. Mitigation for Swainson's Hawk will NOT mitigate for loss of Burrowing Owl habitat or habitat of the other grassland species impacted by this project. The following statement on page 4.7-69 of the DEIR is simplistic, naive and patently untrue, "*Mitigation for Swainson's hawk foraging habitat would concurrently mitigate for loss of habitat for a number of other wildlife species in the region such as burrowing owl, red-tailed hawk, white-tailed kite, northern harrier, and loggerhead shrike among many others.*" As noted above from Noss et al. (2002), Swainson's Hawks

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in California, while still utilizing grasslands to forage, have become highly dependent on areas of more active agriculture. Thus, effective mitigation for Swainson's Hawk should involve creation and/preservation of land other than just grassland. Much of that land is likely to be unsuitable for most of these other species. In fact, activities to enhance the habitat value of Swainson's Hawk mitigation lands will likely be detrimental to Burrowing Owls.

4. The DEIR proposes no specific mitigation for loss of Burrowing Owl habitat. Requirements for Burrowing Owls differ from Swainson's Hawk and some other grassland species in terms of needs for intensity of grazing, presence of California Ground Squirrels and soils with the properties necessary to support burrows (Haug et al. 1993, Holroyd et al. 2001).
5. There is no assurance that the land contemplated for Swainson's Hawk mitigation contains any appropriate habitat for Burrowing Owls.
6. On-site open space, even if it contains Burrowing Owl nest sites, should not be counted toward mitigation requirements. This type of fragmented habitat in close proximity to human activity (disturbance, pets, etc.) is unlikely to retain habitat value sufficient to support Burrowing Owl reproduction (Millsap and Bear 2000, Haug et al. 1993 and references therein).
7. Efforts should be made to find and preserve suitable Burrowing Owl habitat elsewhere in Placer County. If that is not feasible, attempts should be made to enhance existing off-site habitat to promote use by Burrowing Owls following the guidelines of Holroyd et al. (2001). However, studies on success of various management strategies are equivocal (Haug et al 1993 and references therein, Holroyd et al. 2001, Martell et al. 2001).
8. Given the importance of the few remaining Burrowing Owls and the uncertainty of mitigation, it is highly unlikely that impacts of this project could be mitigated to less than significant.
9. Steps outlined in Mitigation Measure 4.7-6 may not be sufficient to avoid take of Burrowing Owls during construction. As mentioned above in point number 1 under the Special Status Bird Species heading, Burrowing Owls are likely using this area year-round. On page 4.7-68 the DEIR specifies further steps that would be taken ONLY if Burrowing Owls are found on site during construction. Those additional steps should be taken in any case. Field work on this site has already showed that this species is present. All burrows should be protected. The fact that Burrowing Owls are probably present on this site year round and that they use burrows for roosting all year, one cannot avoid harming them by simply avoiding the breeding season. Further, the 350 foot construction buffer may be inadequate. Millsap and Bear (1988) found lower reproductive success for nest sites near new home construction.
10. Recent studies of Burrowing Owl home ranges in the Central Valley by Gervais et al. (2003) show that they typically exceed 1000 acres. Mitigation for this species (given the minimum of three nesting pairs found on site) will require a large area of appropriate habitat. The areas planned for Swainson's Hawk mitigation will not suffice for Burrowing Owl mitigation because they are too small (even for Burrowing Owls) and

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do not contain adequate areas of appropriate habitat. In addition, active management to improve those areas for Swainson's Hawk will most likely make them unsuitable for Burrowing Owl.

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- Other Special Status bird species – White-tailed Kite, Northern Harrier, Ferruginous Hawk, Prairie Falcon, Merlin, Short-eared Owl, Loggerhead Shrike, Horned Lark and Tricolored Blackbird

1. The following statement appears on page 4.7-69 of the DEIR, *"Mitigation for Swainson's hawk foraging habitat would concurrently mitigate for loss of habitat for a number of other wildlife species in the region such as burrowing owl, red-tailed hawk, white-tailed kite, northern harrier, and loggerhead shrike among many others."* As noted above, this statement is simply false and reveals a blatantly simplistic assumption about the habitat needs of this diverse set of species.

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2. For example, the influence of grazing on habitat quality differs markedly between these species. While White-tailed Kites, Ferruginous Hawks and Loggerhead Shrikes do well in areas with little or no grazing (Bechard and Schmutz 1995, Reuven 1996), Burrowing Owls and Northern Harriers do much better with fairly heavy grazing (Holroyd et al. 2001, Serrentino 1987) and Horned Larks (Beason 1995) actually prefer relatively barren areas, even those that have been heavily over-grazed.

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3. Habitat needs vary widely within this group. Merlins are habitat generalists and are frequently found in areas of relatively dense woodland (Sodhi et al. 1993), White-tailed Kites are a species mainly of savannah habitats (Johnsgard 1990), Loggerhead Shrikes use open areas with scattered trees or shrubs (Reuven 1996), Northern Harriers generally prefer areas with some marshlands (Machwhirter and Bildstein 1996, Serrentino 1987), Short-eared Owls make use of grain stubblefields and marshes for roosting as well as foraging in winter (Clark 1975), while Prairie Falcons, Horned Larks and Ferruginous Hawks are birds mainly associated with completely open country (Beauvais et al. 1992, Steenhof 1998, Beason 1995, Bechard and Schmutz 1995 and Johnsgard 1990).

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4. Unlike Swainson's Hawk, both Ferruginous Hawks and Prairie Falcons have been shown to be sensitive to even very small degrees of nearby urbanization (Berry et al. 1998). Therefore, choice of location of mitigation lands needs to meet very different criteria for these species.

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5. The size of winter home ranges for Prairie Falcons (at least in Eastern Colorado grasslands) averages over 7500 acres and can be as large as 17000 acres (Beauvais et al 1992). Therefore, large contiguous areas of open country are needed to mitigate impacts on this species.

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6. Mitigation for Loggerhead Shrike breeding and wintering habitat is particularly important. This species is in significant decline throughout its range (Robbins et al. 1986, Droege and Sauer 1990) with California showing among the highest rates of decline (Sauer et al 1995). However, this will be difficult because our lack of understanding of the exact reasons for its decline and exact habitat needs (Reuven 1996 and references therein).

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7. One possible strategy for mitigation that might aid multiple species would be to focus on maintenance of some high quality Horned Lark

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habitat (summer AND winter) on grassland mitigation sites. Studies show Horned Larks to be an important prey species for two of the raptors on this list, Prairie Falcon (Enderson 1964, Parker 1972) and Merlin (Hodson 1978, Becker 1985).

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8. Besides the blanket statement that Swainson's Hawk mitigation will address their needs, the DEIR is silent on mitigation measures for all these additional Special Status Species. Appropriate mitigation land should be identified and described. Management measures to maintain and enhance that habitat should be spelled out and a financial plan to acquire and manage those lands should be described.

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9. As noted above under the Burrowing Owl discussion, activities to enhance the habitat value of Swainson's Hawk mitigation lands will likely be detrimental to most or all of these other species.

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10. There is no mention of any plan to monitor the success of the mitigation for any of the other Special Status bird species. There should be detailed descriptions of how the mitigation lands will be managed, what criteria will be measured to determine success, what steps would be taken if those criteria are not met. Further, there should be a budget to fund these activities with the source of funding identified. Without this, it is impossible for decision makers to know if the impacts of this project will actually be mitigated. In addition, without success criteria, monitoring and plans for adaptive management, this project is out of compliance with the requirements of Public Resource Code Section 21081.6.

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This project, through direct and indirect impacts, is likely to prevent Placer County from being able to complete its Habitat Conservation Plan/Natural Communities Conservation Plan:

US FWS has expressed its concern that Roseville cooperate with and not frustrate the potential viability of the Placer County HCP/NCCP effort (US FWS/Roseville MOU of 2000, NOP comment letter from US FWS and the June 28, 2001 letter from US FWS to Mr. Mark Morse of City of Roseville). The June 28, 2001 letter includes the following, "*Habitat evaluations and analyses developed in the context of the Placer County Habitat Conservation Plan will need to be considered, as well as any other available scientific information pertinent to long-term regional conservation needs of vernal pools in the planning area. This document should state that the plan must be compatible with the habitat conservation planning efforts on adjacent lands.*" Therefore, impacts from this project may not only preclude the Placer County HCP effort, they may preclude Roseville from meeting its obligations under the Roseville/US FWS MOU. In its comment letter on the NOP for this project US FWS states, "*Development of the project site as proposed could preclude Placer County's ability to develop a regional conservation strategy.*" The NOP comment letter from California Department of Fish and Game expresses a similar concern and asks that Roseville, "*Describe measures that will assure that these proposed projects are consistent with a long term conservation strategy for west Placer County.*" We can find no such description in the DEIR.

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The recently issued Draft Conservation Strategy for the Placer County HCP/NCCP (Phase One: Western Placer County Draft Conservation Strategy

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Overview, September 8, 2003) shows that build out to current city and county General Plan limits will impact over 40% of the remaining vernal pool and annual grasslands in the area (page 14) with the West Roseville project alone impacting at least another 6-8% (page 15). Page 9 of that report states that sufficient land may be available for a viable conservation strategy at General Plan build out and suggests a ratio of nearly two acres conserved for every acre impacted as necessary for the strategy to succeed. On page 3 of this report is the following statement, *"The present extent of the resources is nonetheless so limited compared with its former distribution that essentially all of the present biological value, but not necessarily all of the present land acreage, will need to be conserved in order to meet the conservation goals and regulatory requirements of the Plan."* From these observations it is clear that further development beyond the current General Plan limits will make the conservation goals difficult or impossible to meet. Specifically with regard to the vernal pool and annual grassland habitats, the conservation ratios required make it almost certain that further loss of these grasslands will make it physically impossible to have a viable conservation strategy for the many special status species that use these habitat types.

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Failure of Roseville to meet its obligations under the May 2000 MOU with the US Fish and Wildlife Service:

As part of its obligation to mitigate indirect, growth-inducing impacts of the Pleasant Grove Wastewater Treatment Plant, the City of Roseville signed a Memorandum of Understanding with the US Fish and Wildlife Service (US FWS) agreeing to prepare a Habitat Conservation Plan or its equivalent. To date no such plan has been prepared. The City could have met this obligation by participating in the Placer County HCP process, which it has refused to do.

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Although the proposed project is outside of the area specified in the MOU (City Limits), the existence of this project is precisely the sort of indirect impact that was supposed to be mitigated by that HCP or equivalent. The June 28, 2001 letter from US FWS, appears to relax the HCP requirement somewhat since very little vernal pool habitat remained within the City at that point. However, this proposed annexation would bring thousands of acres of high quality habitat within the City's control. The City of Roseville has already destroyed (at a landscape scale) many thousands of acres of vernal pool grasslands. The City built a wastewater treatment plant that directly and indirectly impacts even more vernal pools. Now, instead of mitigating for the indirect impacts of that plant (as required under the MOU), the City wishes to annex several more thousands of acres of vernal pool grasslands so that they can be destroyed as well. These actions are completely out of compliance with both the spirit and the letter of the MOU.

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Further, the MOU requires the creation of specific plans for operation and active management of the small areas of vernal pools that have previously been preserved within Roseville developments. It is clear from the June 28, 2001 letter that the City has still not complied with that requirement. Most or all of these preserves still have no operation and management plan that meets US FWS standards.

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The June 28, 2001 letter includes the following, "*Habitat evaluations and analyses developed in the context of the Placer County Habitat Conservation Plan will need to be considered, as well as any other available scientific information pertinent to long-term regional conservation needs of vernal pools in the planning area. This document should state that the plan must be compatible with the habitat conservation planning efforts on adjacent lands.*" Therefore, impacts from this project may not only preclude the Placer County HCP effort, they may preclude Roseville from meeting its obligations under the Roseville/US FWS MOU.

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Given this history, the public has no reason to believe that the City of Roseville will ensure that even the minimal mitigations proposed in the DEIR will actually be implemented and managed in a manner that will reduce the impacts of this project.

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Impacts on riparian, vernal pool and other wetland impacts:

We hereby incorporate by reference the comments William D. Kopper filed on behalf of Mr. Michael Catalano, Mr. Rob Collins, Mr. John Elliott, Mr. Greg Bain, and Roseville Citizens for Responsible Planning with regard to impacts and mitigation of impacts on vernal pools, vernal pool species and other wetlands.

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Further, the "*maintenance and enhancements*" of restored or preserved wetlands needs to be described in some detail and a budget must be prepared and source of funding for those activities defined. Without this information, it is impossible for decision makers to know if the impacts of this project will actually be mitigated. In addition, without success criteria, monitoring and plans for adaptive management, this project is out of compliance with the requirements of Public Resource Code Section 21081.6.

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In considering the potential effectiveness of mitigation measures, decision makers must look at the historical track record of the responsible jurisdictions with regard to similar past mitigations. The evidence from previous Roseville developments suggests that wetland and riparian mitigations proposed here will not be adequately implemented and enforced. For example, vernal pool resources within the Sun City Roseville development have not been managed and monitored to determine if the species they were designed to protect have been protected. The June 28, 2001 letter from US FWS implicitly confirms this in pointing out that, with regard to Roseville's 'template' plan for operation and maintenance of vernal pool reserves, "*The Service has a number of concerns and suggested modifications to this plan*".

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One need only look at the current state of the vernal pool reserves and other wetlands reserves within Sun City Roseville and Woodcreek Oaks developments to see evidence of mis-management. The upland areas are overgrown with invasive non-native plant species like star thistle and there is evidence that contamination from summer irrigation run-off from golf courses and homes has altered the surrounding vegetation and the overall hydrology of the preserves.

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Roseville's existing riparian reserves are not being managed to preserve biological values. One good example is the riparian reserve along the south branch of Pleasant Grove Creek through the Woodcreek Oaks development. Although there are signs stating that dogs are not allowed in the preserves, at almost any time of the day one can see people walking dogs on and off leash throughout this area. There is apparently no attempt to enforce restrictions designed to protect the wildlife value of these preserves. Given this, we cannot expect that restrictions applied to riparian preserves in the West Roseville Specific Plan will be any more effective.

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Air Quality impacts analysis is inadequate:

1. (p. 4.4-7) The list of toxic air contaminants (TACs) should be expanded to include Diesel-powered vehicles. Diesel exhaust particulate contributes over 70% of increased cancer risk to residents of urbanized areas in California (SCAQMD MATES II Study, March 2000).
2. (p. 4.4-10) The discussion of the Federal Clean Air Act requirements should be expanded to include a summary of the transportation conformity requirements of Section 176(c) and the impacts that a failure to demonstrate conformity would have on federal transportation funding for the Sacramento region.
3. (p. 4.4-18) The discussion of Placer County Air Pollution Control District Rules and Regulations applicable to control of fugitive dust from construction activities should be updated to include the applicability to amendments to Rule 428 adopted on April 10, 2003 to projects in western Placer County.
4. (p. 4.4-18) The discussion of fugitive dust control measures should be expanded to include many that are not listed under MM 4.4-1 and 4.4-2. One of the more comprehensive lists of best management practices for dust control is contained in the Construction Activities Notebook including the Section 95 Handbook by Clark County (Nevada) District Board of Health (August 24, 2000). The adoption of additional measures from this Handbook can reduce fugitive PM₁₀ emissions from construction activities to levels less than the significance level, even when more than 40 acres are being graded simultaneously.
5. (p. 4.4-21) The discussion of NOx control measures for Diesel-powered construction equipment should include the combined use of post-1996 equipment and emulsified fuels such as PuriNOx fuel, which has been certified by the California Air Resources Board to reduce NOx emissions from all off-road vehicles by 14%.
6. (p. 4.4-22) The analysis of project operational emissions from motor vehicle use should be updated to use EMFAC2002 emission factors to correct the output of URBEMIS7G as EMFAC2002 factors have superceded EMFAC7G emission factors, and EMFAC2002 emissions factors will demonstrate

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higher emissions levels for the project than are reported in Table 4.4-6 and elsewhere in the DEIR.

7. (p. 4.4-22) The analysis of project operational emissions from motor vehicle use should include a discussion of the impacts of these emissions on the demonstration of transportation conformity for the Sacramento Regional Ozone Nonattainment Area's portion of the SACOG Metropolitan Transportation Plan and the potential for any loss of federal transportation funding. The analysis of impacts from project operational emissions should also include a discussion of the cumulative impacts on regional ozone air quality and any adverse impacts on achieving the national 1-hour ozone standard in the nonattainment area by 2005, as required by the federal Clean Air Act.

8. (p. 4.4-24) The discussion of operational emission mitigation should include the feasibility of setting an emission reduction target such as those adopted and implemented by the County of Sacramento (General Plan Policy AQ-15) and the City of Sacramento (North Natomas Community Plan) to reduce operational emissions in similar mixed use development by 15% and 35%, respectively.

9. (p. 4.4-28) The discussion of TAC impacts from Diesel-powered vehicles at schools should be expanded to identify the diminution of Diesel exhaust particulate at increasing distances from highway and arterials carrying high traffic levels, and evaluate as a mitigation measure the requirement for a buffer zone of at least 500 feet between any school, or other sensitive receptor, and any highway or arterial road. The evaluation should include a modeling analysis to determine the number of heavy duty truck trips that would cause the 10 in a million increased cancer risk threshold to be exceeded at 500 feet, and adjust the depth of the buffer zone to meet this standard according to the maximum projected truck traffic levels for each affected highway or arterial.

The traffic analysis is based on outdated information and is difficult to follow. The mitigations proposed are mostly speculative and/or inadequate:

- When the City conducted the comprehensive set of traffic counts in April and May 2001, a few roadways that now exist were not constructed. Growth in the surrounding area, the openings of Galleria and the Casino have all changed the traffic situation significantly. The LOS at intersections appears to be all based on 2001 data. The DEIR states that "some" traffic counts were collected 2002-2003. However, for this analysis to have meaning, it must be based primarily on recent data.

- The Regulatory section does not provide enough detail about applicable policies for the reader to follow analysis from point A to point C.

- LOS impacts are based on the Sept. 2002 CIP - what about the intersection analysis done for the DEIR?

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- The CIP apparently does not include WRSP. 20-92
- Traffic model was updated for 2002 CIP - Which was used to assess April/May 2001 Traffic counts? 20-93
- Trip generation was estimated using CIP rates. 20-94
- The conclusion that 30% of trips would be contained within WRSP is hard to believe. 20-95
- The DEIR concludes that some roadways are speculative so details and cross-sections are not assumed, but new LANES were assumed and forecasts made based on them. Why were those assumptions not also considered speculative? 20-96
- What is the basis for assuming Fiddymment widened adjacent to the site if that widening is not in the CIP? 20-97
- Throughout this section the DEIR suggests mitigation that cannot be enforced - deferring a large part of the responsibility to Placer County and other jurisdictions. With so many impacts left as significant and unavoidable, do the benefits really outweigh the cost? How can this be consistent with Guiding Principles 6 and 13? 20-98
- The NOP included a multi-modal transit center. Why has this been removed? 20-99
- The document itself states that it is designed inefficiently from a transit standpoint (page 4.3-76, first full paragraph). At the same time, traffic impacts of the proposed project are by and large "significant and unavoidable." The "fair share" mitigation fee should reflect that. Further, since it is clear even from this discussion that this plan's inefficient use of land creates an inhospitable environment for transit, and traffic impacts without transit will be significant and unavoidable, it does not seem that paying a "fair share" towards transit improvements will be sufficient - a more aggressive approach to land use density (i.e., the Increased Intensity Alternative) in addition to a more aggressive approach to transit is necessary. This would reduce the transit impacts, and could reduce traffic impacts as well, as an efficient transit system could absorb many of the trips currently projected to be made by automobiles. 20-99

Incomplete consideration of Alternatives:

The DEIR has not analyzed one particular alternative that deserves careful consideration. LAFCO policies state specifically that the highest priority for urbanization should be given to areas within a city's boundaries or sphere of influence that are vacant, undeveloped or underdeveloped. One alternative that was not considered was one which would use existing land within the City of Roseville. Although there is no contiguous open land of similar size to the project area, there is ample land in smaller blocks within Roseville to 20-100

accomplish nearly all the project objectives through a combination of infill, re-development of land currently zoned residential and re-zoning of unused or underused industrial land. For example, areas that could be considered for infill, re-zoning or re-development are:

- east of downtown Roseville along Atlantic
- west of downtown Roseville along Vernon
- areas (including areas currently zoned industrial) north of the railroad yard
- within downtown Roseville itself

Other such areas probably exist throughout the City.

Such an alternative could meet all or nearly all of the project goals and drastically reduce the environmental impacts compared to the proposed project. By increasing average density, the project could further such goals as increasing the city's affordable housing base. An alternative of this type should be thoroughly analyzed.

Inadequate consideration of cumulative impacts:

It appears from Table 5-3 that the cumulative impacts section did not analyze impacts from the proposed Placer Ranch and De La Salle projects. Given the fact that the Placer County Board of Supervisors have given planning staff direction to process applications for these projects, the substantial impacts of these developments (which are immediately adjacent to the Project Area) must be analyzed and the DEIR recirculated.

The number of dwelling units assumed for Placer Vineyards is 7,657 (Table 5-3). However, the total number of units being considered for Placer Vineyards is actually in excess of 14,000 (Placer County Planning Department).

Inaccurate assessment of impact of Alternative 5:

The conclusion on page 6-164 that Alternative 5 would not be environmentally superior to the proposed project is based on a grossly inappropriate analysis. Specifically, the cumulative impacts of Alternative 5 were not considered. Since the development of Placer Vineyards is assumed in the cumulative impacts analyzed for this project, Alternative 5 would essentially negate all the cumulative impacts attributable to the proposed WRSP/SOI amendment project. That fact is simply ignored in this analysis.

Incomplete assessment of growth-inducing impacts:

The DEIR grossly underestimates the growth-inducing impacts of this project. This project will bring urban impacts that will likely lead to the complete urbanization of Western Placer County south of Pleasant Grove Creek to the Sutter County border and north of the project area at least to Sunset Blvd. This is supported by the following:

- Report to Placer County Board of Supervisors by Placer County Planning Department, October 9, 2003.

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- Statements made by the proponent (Marcus Lo Duca) of De La Salle University project at the October 13, 2003 Agricultural Commission meeting and at the October 20, 2003 Placer County Board of Supervisors meeting to the effect that their proposed project was not an example sprawl because it is adjacent to the WSRP development and would be an extension of that area's services and infrastructure. This clearly shows that the mitigation impacts of the 'open space' buffers on the boundaries of the WRSP project will be ineffective and that this project, even in the proposal stage, is having powerful growth-inducing impacts.
- Statements made by the proponent (Eric Bryant) of the Placer Ranch project at the October 20, 2003 Placer County Board of Supervisors meeting that their project is also not sprawl because it is adjacent to the northern border of WRSP area.

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It is clear from these statements that the development community sees this project, or even the possibility of this project, as a key to further expansion of development into the West Placer agricultural areas and that the growth inducing impacts have been underestimated in this document.

Lack of a financial plan for implementation of mitigation measures:

The DEIR generally describes numerous mitigation measures that will be very expensive (e.g., traffic mitigation, habitat preservation and restoration, etc.). However, there is no financial analysis, no projected budget and no specific mechanisms to ensure funding of these mitigation measures. Without a reasonable budget and the financial plans to meet its requirements, policy makers lack the required substantial evidence to allow them to certify an EIR and approve this project.

20-105

Inadequate opportunity for full public review of the DEIR:

As explained in the attached letters to Roseville, the extraordinary size and complexity of the DEIR and the fact that many critical documents were difficult to access should have required a review period longer than the 45 days provided. Numerous requests for this were denied or ignored.

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Request and Recommendations:

Based on all the above comments we believe that this project should not be considered for approval by Roseville.

- It is in direct contradiction with many of the Guiding Principles adopted by the City Council.
- There is no need for annexation and conversion of agricultural open space to meet local growth needs for the foreseeable future.
- The project does not have a reliable, long-term source for water.
- The project is inconsistent with the spirit and intent of the Roseville/USFWS MOU.

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- The project inherently has powerful growth-inducing elements that will result in the urbanization of much of the remaining open space in West Placer County.

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At a minimum, the DEIR needs to be substantially re-written and re-circulated for public review.

- Impacts due to future development of the Remainder Area were not adequately analyzed in the DEIR.
- Inadequate and incorrect information was used in analyzing impacts on Special Status Species and determining the nature and effectiveness of mitigation measures.
- Evidence needs to be provided that Roseville is in compliance with the USFWS MOU requirement to produce an HCP or equivalent.
- Air Quality impacts need to be re-analyzed as noted above.
- Traffic impacts and mitigations need to be re-analyzed using more current data.
- Cumulative impacts and growth-inducing impacts need to be re-analyzed, especially in light of the Placer Ranch and De La Salle proposed projects and the apparent underestimate of the number of dwelling units in Placer Vineyards.
- Alternative 5 impacts need to be re-analyzed in light of the lack of net cumulative impacts of this alternative.
- A new Alternative with infill, re-development and re-zoning of various (non-contiguous) areas within the current city limits or Sphere of Influence needs to be developed and thoroughly analyzed.
- The new DEIR must include a detailed financial plan with budgets for all mitigation and clear, realistic and verifiable means to fund those mitigations.
- The public must be given an adequate opportunity to thoroughly review the new DEIR.

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Best Regards,



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Conservation Coordinator
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**■ Response to Comment Letter 20
Sierra Club, Mother Lode Chapter (Terry Davis), and Sierra Foothills
Audubon Society (Ed Pandolfino) (October 28, 2003)**

Response to Comment 1

This comment contains general information and is not a comment on an environmental issue. Therefore, no further response is required.

Response to Comment 2

This EIR has been prepared at two levels of specificity. Consistent with Section 15146 of the CEQA Guidelines, this EIR examines the project-specific impacts of implementing the proposed WRSP (which includes implementation of the WRSP, amending the City's sphere of influence to include the WRSP Area, and annexing the WRSP Area to be within the City's jurisdiction) and also examines the programmatic effects of amending the City's sphere of influence outside of the WRSP area to include the Remainder Area. While no specific development plan is provided for the Remainder Area, assumptions regarding potential land uses in the Remainder Area were necessary in order to complete the programmatic environmental analysis. Although the WRSP and Remainder Areas are at different stages of planning, they are related geographically and as logical parts in a chain of contemplated actions. Therefore, by providing a dual level of analysis (project level for the WRSP and programmatic level for the Remainder Area), the effects of developing both areas are fully considered, allowing all foreseeable impacts to be disclosed, rather than providing segmented and separate analyses.

In addition, Section 1.3 (Type of EIR) of the Final EIR states that, "With respect to future development projects that may be proposed in the Remainder Area, Section 15168(c) of the CEQA Guidelines states that subsequent activities should be examined in light of the Program EIR to determine whether additional environmental documentation must be prepared. If a later activity would have significant effects that were not examined in the Program EIR (or if new or different mitigation measures or alternatives become available to reduce previously disclosed impacts), subsequent environmental documentation must be prepared, consistent with Sections 15162 through 15164 of the CEQA Guidelines; in effect, the subsequent environmental documentation would be "tiered" from the Program EIR. As established by Section 21068.5 of CEQA, tiering refers to coverage of general matters and environmental effects in an environmental impact report prepared for a policy, plan, program, or ordinance followed by narrower or site-specific environmental documents that (1) incorporate, by reference, the discussion in any prior environmental impact report; and (2) concentrate on the environmental effects that are capable of being mitigated or were not analyzed as significant effects on the environment in the prior environmental impact report. Further, prior to the City's consideration of specific development proposals

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In addition, Section 1.3 (Type of EIR) of the Final EIR states that, "With respect to future development projects that may be proposed in the Remainder Area, Section 15168(c) of the CEQA Guidelines states that subsequent activities should be examined in light of the Program EIR to determine whether additional environmental documentation must be prepared. If a later activity would have significant effects that were not examined in the Program EIR (or if new or different mitigation measures or alternatives become available to reduce previously disclosed impacts), subsequent environmental documentation must be prepared, consistent with Sections 15162 through 15164 of the CEQA Guidelines; in effect, the subsequent environmental documentation would be "tiered" from the Program EIR. As established by Section 21068.5 of CEQA, tiering refers to coverage of general matters and environmental effects in an environmental impact report prepared for a policy, plan, program, or ordinance followed by narrower or site-specific environmental documents that (1) incorporate, by reference, the discussion in any prior environmental impact report; and (2) concentrate on the environmental effects that are capable of being mitigated or were not analyzed as significant effects on the environment in the prior environmental impact report. Further, prior to the City's consideration of specific development proposals

in the Remainder Area, specific plans must be prepared and the area must be annexed into the City's jurisdiction."

Because the analysis for the Remainder Area is provided at a programmatic level, rather than a project level, as provided for the WRSP Area, the specificity provided in the mitigation measures is also broader, although performance standards have been established, where possible. It is anticipated that the environmental analysis and development of mitigation measures would be provided with greater specificity as specific plans are submitted for this area. Also, worth noting, no entitlements are being requested or considered for the Remainder Area, and approval of the WRSP does not provide any *de facto* entitlements to the Remainder Area.

Response to Comment 3

The proposed project is consistent with Guiding Principle 3, which states that, "Any development proposal west of Roseville shall not conflict with the Pleasant Grove Wastewater Treatment Plant (PGWWTP) and future Power Generation Facility." The proposed project does not conflict with the operation of either of these facilities. The proposed land use plan includes a 1,000-foot non-residential buffer area that surrounds the PGWWTP, which was identified to ensure an adequate separation between residential uses and the PGWWTP. The buffer area is anticipated to provide an adequate separation between sensitive land uses. Although the comment states the opposite opinion, it does not provide any evidence or information to support the opinion. Further, odor impacts are analyzed in Impact 4.4-6 (Exposure to Objectionable Odors) in the Final EIR.

The PGWWTP is designed with state-of-the-art odor control facilities (biofilters). All odor-producing areas of the plant are covered and have positive air exchanges directed to the odor control facilities. Nuisance odors will be significantly minimized as a result of the biofilters. The DCWWTP installed biofilters in 1999, and odor complaints reduced from approximately 2 per week to less than 10 per year. The closest neighbor to the DCWWTP is approximately 500 feet from the odor producing facilities. At the PGWWTP, the closest WRSP residence in the direction of the prevailing southerly winds would be located at a distance of approximately 2,500 feet, across an arterial roadway (Blue Oaks Boulevard) and significant open space (north of Pleasant Grove Creek).

All of these measures were established to ensure land use compatibility and consistency with the City's Guiding Principles, Design Guidelines, and General Plan policies.

Response to Comment 4

The City is in compliance with its MOU with the USFWS. The mitigation measures in the *Roseville Regional Wastewater Treatment Service Area Master Plan EIR*, prepared by Environmental Science

Associates in May 1996, were adopted by the City and must be implemented pursuant to the Mitigation Monitoring and Reporting Program in July 1996 for the PGWWTP expansion project. The duty to implement these mitigation measures is independent of the MOU between the City and USFWS.

Response to Comment 5

CEQA does not require a fiscal analysis as part of the environmental review process (Section 15131 (a) of the CEQA Guidelines: *Economic or social effects of a project shall not be treated as significant effects on the environment*). However, as part of the project analysis, MuniFinancial ran a fiscal analysis (MuniFinancial, September 8, 2003) to ensure that adequate public services could be provided. The first tier of the analysis was completed in February 2002 as part of the Feasibility Analysis that the City prepared prior to proceeding with the Specific Plan process. The results of the Fiscal Analysis were made available to the public. As part of the Development Agreement process for the WRSP, the City of Roseville will ensure that, at a minimum, the WRSP will be fiscally neutral, which is consistent with the Guiding Principles that are proposed as policies in the General Plan as part of this project. Copies of the West Roseville Specific Plan Fiscal Impact Analysis (MuniFinancial, September 8, 2003) are available at the City of Roseville Planning Department. An operations and maintenance plan will guide open space management efforts, and a community facilities district or other similar measure will provide funding. Implementation of the Project will include formation of a Mello-Roos Community Facilities District for services that will, in part, pay for these ongoing maintenance costs. Final formation of the CFD cannot take place until the WRSP is annexed to the City. In summary, and at a minimum, the proposed project will be fiscally neutral with respect to the operating budget of the City of Roseville.

Response to Comment 6

The project will increase traffic volumes on State Highways by one to two percent. The Final EIR identifies the need for regional cooperation in dealing with increased traffic volumes on the States Highway system. While the City is open to discussions regarding a regional traffic fee program to fund improvements such as this, the development of an improvement program for regional roadway improvements cannot be relied upon as mitigation because agency approvals necessary to develop such a program have not been granted at this time. Development within the City of Roseville already participates in two regional traffic impact fee programs and would be open to discussions regarding a fee program for the State Highway System that identified fair share obligations for proposed improvements and identified funding for existing deficiencies. The WRSP will participate in a third regional traffic fee to fund improvements in the county. However, because such programs are not currently in place, these impacts have been identified as significant and unavoidable. Although Guiding Principle 6 encourages

development proposals that aid in regional traffic solutions, it does not prevent the City from approving proposals that provide significant community benefits.

Response to Comment 7

Development of the proposed project would not preclude any Placer Parkway alignments although it could increase the cost of the project if an alignment through the project is selected after entitlements are granted. The cost increase could be substantial if the alignment selection occurs after development occurs. Nevertheless, an increase in cost is not considered an environmental impact. Further, the proposed project is not reliant on Placer Parkway as mitigation. Model runs with Placer Parkway were done as an alternatives analysis, and show that traffic would improve. It was not included as part of the project, because it is more conservative to assume it is not in place, in order to require mitigation as part of the project.

As part of the alternatives analysis, the Final EIR provided additional information on the compatibility of Placer Parkway should an alignment be built along the northwestern boundary of the project. In addition, as part of the development agreement, the City is requiring that all purchasers of lots or residential units located within the WRSP be notified that there is a “potential for a proposed Placer Parkway within the WRSP Boundaries.”

Response to Comment 8

The proposed project does not provide for nor preclude the extension of new roadways to connect with the two proposed projects (Placer Ranch and De La Salle University) referenced in the comment at this time. Pleasant Grove Boulevard is proposed to terminate approximately 100 feet prior to the project’s western border and Blue Oaks Boulevard would end at West Side Drive. The existing Phillip Road would continue in its current alignment west of West Side Drive and Blue Oaks Boulevard. The decision to extend the roadways may be a policy decision in the future, but is not part of this project. In fact, as indicated on page 2-50 of the Final EIR, as part of this project, the City is amending its General Plan Growth Management policy (Policy 11—Growth Management) to create a transitional open space area to establish the City’s edge. The proposed amendments (Policy 9) will also encourage the County to establish an open space area to enhance and augment the City’s western open space.

Response to Comment 9

The impacts of the proposed project on intersections and roadway segments are analyzed in Section 4.3 (Transportation and Circulation) of the Final EIR. Where feasible mitigation was identified, it was included as a mitigation measure for the significant impacts of the project. Where no feasible mitigation was identified, the Final EIR identified this impact as significant and unavoidable.

Response to Comment 10

Refer to Topical Response G (Water Supply) for a complete discussion of the water supply strategy for the proposed project, including a discussion of water reliability and groundwater use.

As indicated in the Final EIR, the proposed WRSP would provide a secure and reliable source of surface water. In addition, the proposed water supply strategy includes the use of recycled water, as well as conservation measures. Therefore, an assured source has been identified and the proposed project is consistent with Guiding Principle 7.

In addition, the City currently uses groundwater as a backup to available surface water in drier and driest years. Use of groundwater as a backup supply is consistent with existing General Plan policies. The Guiding Principles state: "Any development proposal west of Roseville shall secure and provide a new source and supply of surface water and should include reduced water demand through the use of recycled water and other offsets." The WRSP is (1) bringing 3,200 AF/yr of new surface water supplies from SJWD during normal/wet years; (2) expanding the use of recycled water to a greater extent than currently undertaken in the City; and (3) providing other water conservation opportunities (i.e., contribution to the meter retrofit program) to the City.

Because the region has a limited supply of surface water in drier and driest years, the use of groundwater in a conjunctive use manner allows the City to utilize available resources in normal/wet years to reduce impacts in the drier and driest years. Impacts to the groundwater basin are further mitigated by land fallowing at Reason Farms, which augments the groundwater levels in the basin. Through a diversified water supply strategy, the Applicant has met the intent of the Guiding Principles.

The results of the environmental analysis for the Remainder Area, as it pertains to water supply, are provided in Impact 4.11-1 (Availability of Water Supplies to Meet Demand in Wet Years), and Impact 4.11-2 (Availability of Water Supplies to Meet Demand in Dry Years), which conclude that water supply impacts would be significant and unavoidable because a sufficient source of surface water has not been identified at this time. Development in the Remainder Area could not be approved unless an adequate and secure source of water is identified, consistent with Guiding Principle 7 and the requirements of Senate Bills 610 and 221, as codified in Sections 10910 through 10915 of the California Water Code. Use of groundwater as a back up and in dry years is consistent with current practice in the City.

Refer also to Topical Response G (Water Supply, Section IV) for a discussion of the use of groundwater for the proposed project.

Response to Comment 11

Refer to Topical Response E (WRSP Open Space Management Plan) and Topical Response F (City/USFWS MOU Compliance and Placer County Coordination) for a discussion of the project's consistency with Guiding Principle 11.

Response to Comment 12

Pages 7-20 through 7-23 of Section 7 (Planning Considerations) of the Final EIR provide a consistency analysis of the proposed project with the City's Guiding Principles. Guiding Principle 13 states that any new specific plan must bring a benefit that is realized by the rest of the community that goes beyond the mitigation of impacts. Determining an acceptable level of public benefit is within the discretion of the City Council. Advancing money so that a major public improvement can be installed is one example of a public benefit that can occur more quickly as the result of a specific plan project (e.g., contribution toward early construction of an interchange, early construction of a major park facility, contribution toward water meter retrofits, etc.). A partial listing of project benefits includes the following:

- Payment of \$10,310,000 in Public Benefit Fees
- Payment of \$8.4 million in General Fund Contribution
- Payment of \$12.3 million in Placer County Capital Facilities Fees
- Payment of \$7.5 million in City Public Facilities Fees
- City-wide and neighborhood park fees totaling \$36.2 million
- Payment of \$49.2 million in RJUHSD fees
- Construction and full payment for 4 elementary schools and 1 middle school for the Roseville City School District
- Payment of \$27.2 million in City Traffic Mitigation Fees
- Payment of \$7.6 million for improvements to Highway 65
- Payment of \$7.9 million in south Placer Regional Transportation fees
- Payment of \$4.2 million in new City-County Roadway fees
- Payment of \$969,450 to the City's water meter retrofit program
- Payment of \$40,000 for Transit Master Plan Funding
- Permanent preservation of open space without cost to the City of 699 acres
- A variety of housing types including affordable and senior housing
- Parks including two city-wide/regional parks, 10 neighborhood parks and seven pocket parks totaling 270 acres
- Approximately 12 miles of Class I, paved bicycle and walking paths and 28 miles of Class II bike lanes and Class III bike routes
- On-site and off-site roadway improvements costing \$80.6 million

- Provision of land for a new fire station, a new electrical substation
- Project is fiscally positive to City and will provide \$2.3 million annually in ongoing contributions to City General Fund

SOURCE: West Roseville Specific Plan, Financing Plan, Economic & Planning Systems, draft, October 15, 2003

Response to Comment 13

The SACOG Blueprint holding capacity projections identified in the Yeager October 20, 2003, report to the Placer Board of Supervisors show Roseville's build out population at 139,429, including the population generated by development of the WRSP. The WRSP provides an appropriate place to develop housing because it is adjacent to existing City services and infrastructure, which are proximate to jobs in south Placer County. SACOG projections from 2000 show that the six-county region will grow by 800,000 people by the year 2020 and that employment will almost double in Placer County during this period, with the vast majority of new jobs being created in the South Placer. The City recognizes that to meet the SACOG growth projections outlined in the Blueprint Project for Placer County by the year 2050, 141,000 additional units must be provided in Placer County alone. This growth will be accommodated through a combination of greenfield and infill development. The City is an active participant in developing SACOG Blueprint alternative scenarios to accommodate regional growth in a manner that facilitates transit options, provides affordable housing, and preserves open space. The WRSP would provide 8,430 market rate and affordable residential units that will improve the regional housing stock for all income levels and, in turn, help balance the supply and demand for housing in the region.

With respect to infill development, as indicated on page 6-6 of the Final EIR, an Infill Alternative was considered but rejected as infeasible because most land within the City has been entitled, developed, or designated as park or open space. Available infill sites within the existing City limits were not large enough to accommodate elements of the proposed project, including the proposed park and open space network, light industrial uses, age-restricted residential units, and the Village Center, all in a comprehensively planned land use plan.

The City of Roseville is unusual in that it has eight existing Specific Plans and 28 associated development agreements, which provide entitlements over a large portion of the City. Of the approximate 20,000 acres of incorporated land, over 12,000 acres are in Specific Plan Areas. Of that, the remaining 8,000+ acres includes 500 acres that are part of the Hewlett Packard Master Plan and development agreement. Hence, 63 percent of the City is entitled and governed by specific plans and/or master plans and development agreements (refer to Roseville General Plan Table II-1, page II-7, technical amendment version 1-8-03, Resolution 03-01). The remaining 37 percent is in industrial or infill areas, or in open space, parks, or public/quasi-public uses. While there are some opportunities for infill development/redevelopment, the sites would provide only a small fraction of the 8,430 units proposed by the project or the parks and open

space, business professional, light industrial, commercial, and Village Center land uses proposed in the project. In addition, the units would be noncontiguous, which would preclude a sense of community and place that is otherwise provided by a master-planned development. Noncontiguous development of smaller size do not achieve the project's objective of providing a master-planned community and providing the City with public benefits. Further, development of the infill sites is constrained by land use designations, which would not accommodate the project. Refer to Response to Comment 20-12 for a discussion of project benefits.

The City is considering proposals to rezone a portion of the North Industrial area to residential use (two applications are currently pending: the 140-acre Longmeadow Project and Fiddymont 44). In addition, the City has sent out Requests for Proposals for consulting firms to examine a Specific Plan for the Riverside Corridor between Douglas Boulevard and Darling Avenue that could allow some additional residential use if approved. However, other areas cited by the commenter such as Atlantic and Vernon already have existing land uses, such as businesses, residences, and other uses. These areas are older and the infrastructure is not designed to accommodate more intensive development without substantial upgrades. Moreover, areas zoned industrial near the rail yard are not compatible uses for new residential development due to noise levels, diesel engines, hazardous materials use, and other activities common to a rail yard. The City also has fiscal concerns with converting commercial areas to residential use and the potentially negative effect that would have on the General Fund and the City's ability to provide services. In addition, as stated on pages 4.1-7 and 4.2-6 of the Final EIR, the City anticipates buildout of its current residential land use allocation between 2005 and 2007. Furthermore, a large portion of the unentitled land includes open space. Development that eliminates open space or parks within the City would not meet the City's objectives of providing 9 acres of parks and open space per 1,000 residents. For these reasons, the Infill Alternative was not considered feasible.

Response to Comment 14

The Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 states that, "The Legislature finds and declares that it is the policy of the state to encourage orderly growth and development which are essential to the social, fiscal, and economic well-being of the state." One of the objectives for the WRSP Area is to "Provide a logical and orderly extension of the City of Roseville compatible with surrounding land uses that complements the pattern and intensity of existing development in the City and provides new benefits to the City." Similarly, one of the Remainder Area objectives is to "provide a platform for orderly and systematic future development consistent with General Plan policies, the Guiding principles, and the natural features of the land." Both of these objectives are consistent with the goals of the Cortese-Knox-Hertzberg Act (and both objectives are found in Section 2.3 [Project Objectives] of the Final EIR).

The Act recognizes that the “logical formation and determination of local agency boundaries is an important factor in promoting orderly development and in balancing such development with sometimes competing state interests of discouraging urban sprawl, preserving open space and prime agricultural lands, and efficiently extending government services”. Further, as stated in the Act, the Legislature “finds and declares that this policy should be effected by the logical formation and modification of the boundaries of local agencies, with a preference granted to accommodating additional growth within, or through the expansion of, the boundaries of those local agencies which can best accommodate and provide necessary governmental services and housing for person and families of all incomes in the most efficient manner feasible.” The proposed project is able to provide all necessary governmental services, in a manner that is fiscally neutral to the City of Roseville, while also providing housing for all income levels. In this manner, the proposed project is also consistent with the Act.

As reflected in *Major Provisions of AB 2838: “The Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000”* (Governor’s Office of Planning and Research, www.opr.ca.gov/planning/PDFs/AB2838_summary.pdf, November 8, 2003), the following are the major provisions of the Act as it relates to orderly growth and resource protection, followed by a discussion of the project’s consistency with those provisions:

- Requires pre-zoning for territory proposed to be annexed to a city to ensure clear knowledge of plans and potential impacts. *The Project Approvals (provided on page 2-64 of Final EIR) include pre-zoning of the WRSP area consistent with the WRSP land use plan. The zoning identified on the WRSP land use plan is the pre-zoning request for the purpose of the LAFCO application.*
- Requires LAFCO to update spheres of influence at least once every five years. As part of the MSR requirement, LAFCO is currently reviewing sphere of influence boundaries.
- Requires LAFCO to initiate periodic regional or sub-regional service reviews at least every five years to determine local government service needs and adequacy. LAFCO is currently undergoing reviews in compliance with this provision.
- Requires counties to consult with affected cities prior to approving any development or land use change within a sphere of influence. Requires LAFCOs to give “great weight” to any agreements reached between cities and counties on development within spheres of influence. *The City/County MOU for the Transition Area, which includes the project site, is a formal agreement that was developed to promote interagency coordination and foster cooperative land use planning.*
- Requires LAFCOs to ensure that a proposal to extend services to previous unserved territory within an unincorporated area is consistent with the policies of the Act, including promoting orderly development, discouraging urban sprawl, preserving open space and prime agricultural lands, providing housing for persons and families of all incomes, and the efficient extension of governmental services. *As previously discussed, objectives for both the WRSP and Remainder Areas specifically address the need for orderly development. The proposed project preserves approximately 940 acres of open space on site and approximately 1,159 acres of open space off site. With respect to prime*

agricultural lands, a total of 22.4 acres (out of a total of 40.2 acres) of Prime Farmland would be converted to urban uses. The entire area of Prime Farmland located on site occurs as an "island" located in the northeast corner of the project site, surrounded by urban uses to the east and south, with no contiguous farmland to the north or west. Mitigation has been provided to reduce this impact to the maximum extent possible, including the provision of 50-foot setbacks to separate agricultural lands from development and a requirement for off-site acquisition of conservation easements at a ratio of 1:1 for impacts to prime farmland. In terms of housing, of the 8,430 dwelling units, approximately 10 percent are planned to meet affordability criteria for very low-, low-, and middle-income households, and parcels in the WRSP Area would be designated with affordable units. A component of the plan includes the establishment of a Village Center, locating residents, goods, and services in a compact area as well as adoption of the pedestrian district overlay to promote "smart growth" principles and limit "sprawl." Lastly, the project proposes an efficient extension of governmental services, which will be independently verified by Placer LAFCO during its review of the Municipal Services Review.

- Defines "prime agricultural lands" more precisely. The area designated as Prime Agricultural Lands in the WRSP Area is consistent with both the State Department of Conservation's definition of Prime Farmland and the refined definition of Prime Farmland provided in the Cortese-Knox-Hertzberg Act. No Prime Farmland exists according to both definitions in the Remainder Area.
- Requires LAFCO to consider existing data on timely availability of water supplies, regional housing needs, information from landowners, and land use designations in boundary change decisions. Section 4.11 (Public Utilities) of the Draft EIR indicates that water will be available to service the proposed development. In reviewing the proposal for annexation, Placer County LAFCO will consider the Sacramento Area Council of Government's Regional Housing Needs Plan for the SACOG Region as well as the input from affected landowners.
- Allows LAFCO, when making a decision, to consider regional growth goals and policies adopted by a formally established collaboration of local elected officials. As part of Placer LAFCO's review of the annexation application, it is within the Agency's jurisdiction to consider regional growth goals and policies adopted by a formally established collaboration of local elected officials, if such a body exists at the time of the review of the application.

In summary, as demonstrated above, the proposed project is consistent with the provisions of the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000.

Response to Comment 15

The Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 does not require that development be steered away from Prime Agricultural Land. Instead, the Act seeks to balance development with natural resource protection, as further discussed in Response to Comment 20-14. Refer also to Response to Comment 20-14 and 24-32 for a discussion regarding Prime Farmland within the project site.

Response to Comment 16

Government Code section 65352.5 requires a public water system to provide a local government agency with water supply information when the system is notified that the local government is planning substantial revisions to its general plan. Because the City here is both the water system and the local government agency with respect to the project, the City has complied with section 65352.5 by considering the requisite water supply information in the course of preparing the Draft EIR and the technical reports on which the Draft EIR was based. The comment is incorrect insofar as it argues that section 65352.5 requires “timely availability of water supplies”; section 65352.5 includes neither that phrase nor any similar substantive requirement. In any event, Section 4.11 (Public Utilities) of the Final EIR indicates that sufficient water supply is available to serve the proposed WRSP project, as well as existing water demand on the City. This fact is further confirmed in Appendix R (Utilities Technical Memoranda) and Appendix S (Water Supply Assessment [SB 610 and 221 Analysis]).

Response to Comment 17

Refer to Topical Response D (Affordable Housing) for a discussion of the project’s contribution towards, or affect on, affordable housing in the region. Refer to Response to Comment 20-13 for a discussion of an Infill Alternative.

Response to Comment 18

Refer to Topical Response G (Water Supply) for a complete discussion of the water supply for the proposed project, including a discussion of water reliability and groundwater use. In addition, in response to the comment provided, the following text will be added as a new paragraph 4 on page 4.11-16 and 4.11-17 of the Final EIR:

Other Applicable Regulations

In addition, other statutes that address water supplies include the California Environmental Quality Act (Public Resources Code 21151.9), the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 (Government Code Section 56668(k)), and Planning and Zoning Law (Government Code Section 6532.5).

Response to Comment 19

Refer to Topical Response G (Water Supply) for a discussion of existing and proposed water supplies for the proposed project.

The comment describes water supply planning requirements imposed by statutes other than CEQA. CEQA, as interpreted by the courts, does not require a lead agency commit to a particular water supply to serve the proposed project. Rather, an environmental document must identify the candidate water

sources on which the project may rely and evaluate the reasonably foreseeable environmental impacts of reliance on those sources. SB 221 (Government Code section 66473.7), cited in the comment, involves a different standard. The determination of whether the project complies with that standard must occur not when an EIR is prepared, but when a local government agency issues a final subdivision map for the project. Accordingly, here, it is premature to conclude that the project cannot comply with the SB 221 standard. The comment provides no basis for importing the SB 221 standard to determine the adequacy of a CEQA document, which is governed by an existing and well-established body of case law.

As determined by the Water Supply Assessment (WSA), prepared pursuant to Section 10910 through 10915 of the California Water Code and provided in Appendix S of the Final EIR, the City has established that adequate water supplies exist to serve the proposed project in addition to buildout of the existing General Plan during single-dry years and multiple dry years. In fact, page 14 of the WSA states that “Based upon the City’s total projected water supplies for normal, single-dry, and multiple-dry years over a 20-year projections, as demonstrated by this WSA, the City will have sufficient water to meet projected water demands for proposed WRSP in addition to meeting the existing service area’s planned future demands. This determination is based on the information provided in this WSA.”

The WSA requires an evaluation of existing water supply entitlements, water rights, or water service contracts held by the water supplier or relevant to the identified water supply for the proposed project. If the public water supplier includes groundwater supplies, the WSA must describe all groundwater basins from which the proposed project will be supplied. If the WSA concludes that additional water supplies are necessary, the public water supplier must submit plans for acquiring the additional water supplies, setting forth the measures that are being undertaken to acquire and develop those supplies. The future water supply projects and programs discussion may be based upon proposed methods of financing, estimated costs, information related to federal, state, and local permits, and the estimated timeframes within which the public water system expects to be able to acquire the additional supplies. The WSA assessment does not require a determination that existing supplies alone are sufficient to provide water to a proposed project. Therefore, the WSA for the proposed project fully evaluates the use of both existing and future sources of water, including the reliability of any future sources of water.

The water supply strategy for the WRSP, as described in the Final EIR, the technical documents on which it is based, and Topical Response G (Water Supply), meets the SB 221 standard. Those documents provide substantial evidence supporting the City’s conclusion that a sufficient water supply exists to serve the WRSP in addition to other City demand, even in dry years. The specific documentation required by SB 221 and SB 610 (e.g., “written contracts or other proof of valid rights to supplies”) cited in the comment is not relevant to the adequacy the CEQA analysis.

As demonstrated in Topical Response G (Water Supply, Section VII.a), existing surface water entitlements of 55,700 AF/yr can meet the City's wet year demands 51,620 AF, leaving a surplus surface water supply of 4,080 AF. In addition, the City has provisions in place to receive up to 39,800 AF/yr of supply in the driest years. Specifically, Topical Response G (Water Supply, Section II) indicates that during dry, drier, or driest years, the City's maximum diversion will decrease from 54,900 AF/yr to 39,800 AF/yr with PCWA's Middle Fork Project providing replacement water to the river equivalent to Roseville's diversions above baseline conditions (1995 levels of diversion =19,800 AF/yr plus 20,000 AF/yr resulting from an agreement with PCWA to re-operate their Middle Fork Project reservoirs). However, it is acknowledged that in certain extreme conditions, or potentially in successive dry years, it is possible, although highly unlikely, that Roseville's diversion from the American River could drop below 39,800 AF/yr. The likelihood of this scenario is remote, but if it should occur, Roseville would be required to supplement water supplies with groundwater, recycled water, and additional conservation measures.

As discussed on pages 4.11-31 through 4.11-38 of the Final EIR and in Topical Response G (Water Supply, Section II), the WRSP Area, along with buildout of the City's existing General Plan, will be supplied in driest years with a combination of surface water, recycled water, and groundwater. The use of groundwater to supplement surface water supplies during dry years is consistent with the City's existing practices. In addition, the City is currently using recycled water. In fact, 2,200 AF/yr of recycled water (as shown in Table 1 [Water Supply Strategy Report]) is the volume of water identified in the City's existing Urban Water Management Plan, which does not include Phase 3 recycled water projects or the WRSP. The volume of recycled water indicated in Table 1 represents the annual demand of the City's Phase II recycled water customers as identified in the *City of Roseville Recycled Water Distribution System Feasibility Study*, dated April 2000 and prepared by Hydro Science Engineers, Inc. To meet the City's WFA commitments, the City intends to provide 3,000 AF/yr of recycled water to customers within the City. As documented in the Hydro Science report, the City can potentially serve up to 4,500 AF/yr of recycled water through the City's Phase III customers within the existing General Plan area.

Refer also to Topical Response G (Water Supply, Section IV) and Appendix M (Groundwater Impact Analysis) of the Final EIR for further information regarding groundwater supplies and/or the use of groundwater.

Response to Comment 20

Under the Water Forum Analysis, the City anticipated needing 55,700 AF/yr of water supplies during normal/wet years. As part of the re-evaluation of the water supply for the City and the WRSP, water demand factors were evaluated and revised, as discussed in Topical Response G (Water Supply, Section III). By applying the Spink demand factors for pre-1992 development and the modified demand factors to

existing development completed after 1992 and all future development based on land use; the projected demand for the City was determined to be 51,620 AF/yr (normal/wet year). The difference between 55,700 AF/yr and 51,620 AF/yr is 4,080 AF/yr. The 4,080 AF/yr was allocated between the WRSP and the remaining MOU Area, allowing the WRSP Area to receive 2,316 AF/yr (or 57percent) and the Remainder Area to receive 1,746 AF/yr (or 43 percent). Excess surface water supplies are available because the anticipated utilization rate of the supply is less than originally projected. Refer also to Topical Response G (Water Supply, Section I) for a discussion of the reliability of existing and proposed water supplies.

Compliance with Government Code Section 66473.7 and California Water Code Section 10910(d)(2)(A, B, and C) is provided on page 10 of the WSA. In summary, the proposed project fully compliances with the indicated statutes.

Response to Comment 21

Refer to Topical Response G (Water Supply) for a discussion of the water supply strategy for the proposed project. Refer to Response to Comment 20-19 for a discussion of compliance with Government Code Section 66473.7 and California Water Code Section 10910(d)(2)(A, B, and C). The WSA has been prepared in full compliance with Sections 10910 through 10915 of the California Water Code.

Response to Comment 22

Page 4.11-35 of the Final EIR states “Groundwater could be used to supplement supplies for the WRSP Area during dry and driest years, consistent with existing City (and regional) practice. As illustrated by Table 4.11-7, if 2,848 AF/yr of groundwater (in addition to the 7,400 AF/yr of groundwater included in the City’s WFA dry-year supply) is used to make up the shortfall created by the WRSP, there would be sufficient water to meet the needs of both the City and the WRSP Area. Based on 70 years of historic data, which included the 1977 drought of record, the results of hydrologic modeling suggest that groundwater would only be required in 12 of 70 years, or 17 percent of the time.” In addition, the assumption of 7,400 AF/yr of groundwater included in the City’s WFA dry-year supply is also discussed in Appendix M (Groundwater Impact Analysis), which contains the *Groundwater Impact Analysis for the Proposed Reasons Farm Land Retirement Plan* (Montgomery Watson Harza, June 2003) and Topical Response G (Water Supply, Section IV).

The groundwater modeling that was conducted to analyze the WRSP included the 7,400 AF/yr of currently planned extraction during dry years, as well as 2,848 AF/yr of other planned extractions in the region. At the time of this analysis, the proposed De La Salle University was not being considered. Further, the Placer County Board of Supervisors, at their meeting on October 20, 2003, to discuss the Placer Ranch and De La Salle University proposals, directed the projects to use surface water supplies

rather than groundwater supplies. The De La Salle University will analyze the use of groundwater as an interim supply in its EIR. Refer to Topical Response G (Water Supply, Section IV) and Response to Comment 29A-16 for an additional discussion of groundwater supplies.

Cumulative impacts to groundwater are summarized on pages 5-77 through 5-81 of Section 5.5.3 (CEQA Considerations, Cumulative Impact Assessment) of the Final EIR. The cumulative analysis of groundwater impacts associated with the proposed project substantially relied on the EIR prepared for the Water Forum Agreement (WFA). The Water Forum includes a diverse group of approximately 39 water agencies, business groups, agricultural interests, environmentalists, citizen groups, and local governments that were assembled to evaluate the water needs and supplies in the Sacramento area, including parts of Sacramento, Placer, and El Dorado counties, through the year 2030. The signatories to the WFA include Arden-Cordova Water Service, Associated General Contractors, Building Industry Association, Carmichael Water District, California-American Water Company, Citrus Heights Water District, City of Folsom, City of Roseville, City of Sacramento, Clay Water District, County of Sacramento, Del Paso Manor Water District, El Dorado County Water Agency, El Dorado Irrigation District, Environmental Council of Sacramento, Fair Oaks Water District, Florin County Water District, Friends of the River, Galt Irrigation District, Georgetown Divide Public Utility District, League of Women Voters, Natomas Central Mutual Water Company, Omochumne-Hartnell Water District, Orange Vale Water Company, Placer County Water Agency, Rancho Murieta Community Services District, Regional Water Authority, Rio Linda/Elverta Community Water District, Sacramento Association of Realtors, Sacramento County Alliance of Neighborhoods, Sacramento County Farm Bureau, Sacramento County Taxpayers League, Sacramento Metro Chamber of Commerce, Sacramento Municipal Utility District, Sacramento-Sierra Building & Construction Trades Council, Sacramento Suburban Water District, San Juan Water District, Save the American River Association, Inc., and Sierra Club-Mother Lode Chapter.

In summary, the WFA EIR linked the Integrated Groundwater Surface Water Model for Sacramento County to the groundwater models of San Joaquin and Sutter/Placer Counties to analyze the impacts of the Water Forum Project (WFP) on groundwater in the region. The EIR concluded that regional impacts to groundwater resources, including groundwater quality, the rate of movement of groundwater contamination, land subsidence, and reduced efficiency or discontinued operation of wells, would be less than significant, and no mitigation measures were required. While groundwater levels are expected to continue to decline, ultimate stabilization of the water table is projected under the sustainable yield recommendations of the Water Forum Project. Groundwater management would be facilitated through maintaining basin-specific sustainable yields and through implementation of conjunctive use programs or similar efforts designed to maximize the efficient use of available surface water and groundwater

supplies. The WFA EIR is available at the City of Roseville Permit Center and online at www.waterforum.org.

Response to Comment 23

The commenter indicates that Table 4.7-2 (Special-Status Species Potentially Occurring in the West Roseville Specific Plan Area) contains inaccurate information and omissions, but does not provide any specific examples.

The commenter refers to an informal survey of winter bird use of west Placer in 2002-2003, known as the 2002 Lincoln Christmas Bird Count, a bird count conducted by local birdwatchers on December 27, 2002. The Lincoln Christmas Bird Count includes a listing of a variety of bird species. The Placer County Habitat Bird data is presented in the draft Placer County Habitat Conservation Plan/Natural Communities Conservation Plan (HCP/NCCP) (Placer Legacy, 2003). Information from these two surveys was not considered in the preparation of the Draft EIR. Rather, the Final EIR relied on a series of biological surveys, listed on page 4.7-1, prepared specifically for the project site. Many of the species findings of the Christmas Bird County and the Placer County Habitat Conservation Plan are consistent with the findings of the surveys prepared for the project site. Neither of the surveys mentioned by the commenter affects the analysis of biological impacts in the Draft EIR. Many of the species identified in those surveys are not considered species of concern and thus, are not required for evaluation under CEQA. In addition, existing mitigation measures will similarly reduce impacts to all the bird species that utilize the site.

Refer to Responses to Comments 17-2 and 17-7 regarding revisions to Table 4.7-2.

Response to Comment 24

While the burrowing owl typically only nests and breeds between March and August, it is recognized that the burrowing owl is a year-round resident to this area. Burrowing owls were observed during surveys of the WRSP Area.

As stated on page 4.7-18 of the Final EIR, "Three pairs and three individual burrowing owls have been observed during surveys of the WRSP Area." Further, page 4.7-46 of the Final EIR states that "To ensure that legally protected birds-of-prey are not taken during project construction, MM 4.7-6 requires that, when feasible, excavation near potential burrowing owl burrows occur during the period when these species are not nesting (September through February). If construction or excavation near potential burrowing owl burrows during the nesting season is unavoidable, pre-construction burrowing owl surveys shall be conducted to determine whether or not legally protected raptor nests are present in areas designated for removal, or in areas slated for grading or other excavation. In the event that nests

are present, appropriate protocols shall be developed, which could include avoidance in consultation with CDFG.”

Response to Comment 25

The short-eared owl (*Asio flammeus*) is a California species of special concern. It was formerly a resident found locally throughout the state, excluding higher mountains. The short-eared owl is now found as a widespread winter migrant, found primarily in the Central Valley, in the western Sierra Nevada foothills, and locally in the southern desert region. Short-eared owls are expected to occur as winter visitants to the project area during migration. No short-eared owls were observed during species surveys of the site. During migration, any number of birds can visit the project site. The commenter indicates that short-eared owls have been observed north and west of the site. Because short-eared owls are unlikely to nest in the area, they were not evaluated in greater detail in the Draft EIR. EIRs generally evaluate species of concern only if they make significant use of a project site. Impacts to the species’ habitat have been addressed and mitigated to a less-than-significant level.

Response to Comment 26

The prairie falcon (*Falco mexicanus*) is a California Species of special concern. The prairie falcon is an uncommon permanent resident and a migrant that ranges from southeastern deserts northwest along the inner Coast Ranges and Sierra Nevada. As described on page 4.7-21 of the Final EIR, that although suitable habitat for this species occurs on the project site, it was not observed during field surveys of the project site. During migration, any number of birds can visit the project site. The commenter indicates that prairie falcon has been observed on the site in the winter. Because prairie falcons are unlikely to nest in the area, they were not evaluated in greater detail in the Draft EIR. EIRs generally evaluate species of concern only if they make significant use of a project site. Specific surveys for prairie falcons, therefore, are not required for an adequate analysis in the Final EIR.

Response to Comment 27

The merlin (*Falco columbarius*) is a California species of special concern. The merlin is an uncommon winter migrant from September to May seldom found in heavily wooded areas, or open deserts. It frequents coastlines, open grasslands, savannahs, woodlands, lakes, wetlands, and edges. The merlin can be found in annual grasslands to ponderosa pine and montane hardwood-conifer habitats. No merlins were observed during special surveys. Table 4.7-2 is not an exhaustive list of every special status migrant bird species that has the potential to visit the project site. During migration, any number of birds can visit the project site. The commenter indicates that the merlin has been observed west of the project site. Because merlins are unlikely to nest in the area, they were not evaluated in greater detail in the Draft EIR.

EIRs generally evaluate species of concern only if they make significant use of a project site. Specific surveys for merlins, therefore, are not required for an adequate analysis in the Final EIR.

Response to Comment 28

The long-billed curlew (*Numenius americanus*) is a California species of special concern. The long-billed curlew is an uncommon to fairly common breeder from April to September in wet meadow habitat in northeastern California in Siskiyou, Modoc, and Lassen counties. The long-billed curlew's preferred winter habitat includes large coastal estuaries, upland herbaceous areas, and croplands. No long-billed curlews were observed during special surveys. Table 4.7-2 is not an exhaustive list of every special status migrant bird species that has the potential to visit the project site. During migration, any number of birds can visit the project site. The commenter indicates that the long-billed curlew has been observed on the site during the 2002 Christmas Bird Count. Specific surveys for long-billed curlews are not required for an adequate analysis in the Final EIR because impacts to the species' habitat on the project site have been addressed and mitigated to a less-than-significant level.

Response to Comment 29

The loggerhead shrike (*Lanius ludovicianus*) is a California species of special concern and a federal special concern species. The loggerhead shrike is a common resident and winter visitor in lowlands and foothills throughout California that prefers habitats with scattered shrubs, trees, posts, fences, utility lines, or other perches. As described on page 4.7-21 and listed on Table 4.7-2 of the Final EIR, no loggerhead shrikes were observed during the 1999–2000 surveys, although suitable habitat for the species occurs on the project site. Loggerhead shrikes are known to occur in the vicinity of the project site. The commenter indicates that loggerhead shrikes have been observed on the site during the breeding season. Specific surveys for loggerhead shrike are not required for an adequate analysis in the Final EIR because impacts to the species' habitat have been addressed and mitigated to a less-than-significant level.

Response to Comment 30

Tricolored blackbirds (*Agelaius tricolor*) are a California species of special concern and a federal special concern species. The tricolored blackbird typically nests in dense stands of cattails and tules, or in upland sites with blackberries, nettles, or thistles. The tricolored blackbird was observed on the site during Spring 2000 despite the fact that there is no suitable nesting habitat in the project area. They are known to forage in the area throughout the year. Because tricolored blackbirds are unlikely to nest in the area, they were not evaluated in greater detail in the Final EIR. EIRs generally evaluate species of concern only if they make significant use of a project site. Specific surveys for tricolored blackbirds, therefore, are not

required for an adequate analysis in the Final EIR because impacts to the species' habitat have been addressed and mitigated to a less-than-significant level.

Response to Comment 31

The yellow warbler (*Dendroica petechia*) is a California species of special concern and the willow flycatcher (*Empidonax trailii*) is a state endangered species (1991). Both birds are regular spring and fall migrants in the project area. Table 4.7-2 is not an exhaustive list of every special status migrant bird species that has the potential to visit the project site. During migration, any number of birds can visit the project site. The commenter indicates both birds are regular spring and fall migrants along Pleasant Grove Creek. Because yellow warblers and willow flycatchers are unlikely to nest in the area, they were not evaluated in greater detail in the Final EIR. EIRs generally evaluate species of concern only if they spend substantial amounts of time at a project site. Specific surveys for yellow warblers and willow flycatchers, therefore, are not required for an adequate analysis in the Final EIR.

Response to Comment 32

Ferruginous hawks (*Buteo regalis*) are a California species of concern and a federal species of concern. As shown on Table 4.7-2, the habitat for ferruginous hawks consists of various upland habitats. Ferruginous hawks were observed during surveys of the WRSP Area, as noted by the commenter and as listed in Table 4.7-2. Impact 4.7-5 describes impacts and mitigation measures (MM 4.7-6) for Swainson's hawk, burrowing owl and other legally protected raptors, including ferruginous hawks.

Response to Comment 33

The mitigation provided in the Final EIR is consistent with Section 15126.4(a)(4)(A) and 15126.4(a)(4)(B), which requires an essential nexus between the mitigation measure and a legitimate governmental interest and that the mitigation must be roughly proportional to the impacts of the project. The mitigation provided for impacts to biological resources exceeds agency standards in many cases. In those cases where the mitigation meets agency standards or requirements, those standards and requirements have been developed, in part, for the purpose of providing guidance as to proportionality between an impact and proposed mitigation, either on a general basis (i.e., "no net loss" of wetlands) or on a project-specific basis (i.e., the federal Endangered Species Act Section 7 Consultation process completed for the proposed project). Further, a requirement that the project complies with applicable environmental laws or regulations may serve as adequate mitigation of environmental impacts (refer to *Leonoff v. Monterey County Bd. of Supervisors* (1990) 222 Cal.App.3d 1337, 1355, 272 Cal.Rprt. 372; *Sundstrom v. County of Mendocino* (1988) 202 Cal.App.3d 296, 308, 248, Cal.Rprt. 352).

Response to Comment 34

The commenter correctly indicates that the number of Swainson's hawks declined over the last 100 years (refer to page 4.7-18 of the Final EIR). Impact 4.7-5 (Disruption of Swainson's hawk, Burrowing Owl, and Other Legally Protected Raptors) addresses impacts that would occur to the Swainson's hawk as a result of disturbance of riparian habitat (breeding sites) and foraging habitat (grasslands). MM 4.7-6 addresses impacts to breeding sites, and MM 4.7-8 addresses impacts to foraging habitat.

Response to Comment 35

The California Natural Diversity Database (2002) lists two relatively recent records of nesting by this species in the south Placer County area, both in the Roseville vicinity. Department of Fish and Game (2001) surveys located seven active nests in western Placer County.

Response to Comment 36

The commenter provides an opinion regarding the information in Table 4.7-4 (Swainson's hawk mitigation). Table 4.7-4 has been updated to reflect the Swainson's hawk nest site near Fiddymont Road and MM 4.7-9 has been revised to include performance standards for off-site preservation mitigation requirements. Refer to Response to Comment 7-6 regarding the nest site near Fiddymont Road and related mitigation requirements. Refer to Topical Response A (Off-Site Mitigation Lands) and Responses to Comments 7-5 and 7-6 for a discussion of the function and viability of on-site grassland habitats.

The project applicants have consulted with USFWS, USACE, USEPAC, City staff, and CDFG staff during planning of the open space preserve areas to ensure that they would provide maximum biological function and value. Approximately 699.3 acres of open space are designated for preservation within open space preserve areas in the WRSP. The open space preserve areas account for approximately 20 percent of the plan area and incorporate grasslands, creek corridors and floodplains, seasonal wetlands, and oak woodlands. Uses within open space preserve areas are limited to activities authorized under 404 permit(s) (West Roseville Specific Plan, September 15, 2003, page 4-18) and would include, but not be limited to, bike paths, utilities, drainage, flood control facilities, drainage facilities, and passive recreation uses.

The commenter indicates that the on-site retained open space is unlikely to support Swainson's hawk due to its small size, fragmented nature. The on-site retained open space totals 699.3 and consists of 399 acres of open space preserves, which provide suitable foraging habitat for the Swainson's hawk. These open space areas are contiguous and continuous within the WRSP plan area. In addition, the two largest on-site preserve parcels (W-81 and F-80), the only preserve parcels that receive credit in the final EIR for on-site Swainson's hawk foraging habitat preservation, are situated such that they could complement

larger landscape preservation efforts being undertaken in the County. Should this occur, the City would consider allowing a JPA to own/maintain these preserve areas in conjunction with the larger landscape preservation effort. The WRSP General Plan Amendment recommends that the County consider establishing an open space area to enhance and augment the City's western open space. This parcel is already contiguous with the Reason Farms property to the north, a 1,500-acre site that will remain mostly undeveloped as a flood control retention basin. Parcel W-81 and F-80 may also benefit from additional preservation areas that could further expand and link these parcels depending on the outcome and processing of future development plans within the proposed sphere of influence area.

In other instances in Roseville, the CDFG has considered smaller areas of grassland habitats located in urban settings to be foraging habitat for state listed threatened species, including Swainson's hawk. For example, in a letter from CDFG to the Roseville Planning Department dated October 11, 2002, the CDFG contends that a 36-acre parcel proposed for development containing vernal pool/grassland habitat was considered suitable foraging habitat for Swainson's hawk. This parcel is located in a developing portion of the City, surrounded almost entirely by existing development, including Highway 65. The property was comparably much smaller and more isolated than the WRSP open space network and was not managed for wildlife benefit.

On-site open space preserves consisting of approximately 620 acres of grassland would provide foraging opportunities for a variety of nocturnal and diurnal raptors, including Swainson's hawk (Estep, pers. comm., 2003). Approximately 620 contiguous acres of grasslands, 399 acres (parcels W-81 and F-80) are proposed for Swainson's hawk foraging habitat mitigation credit. The remaining on-site open space parcels, although fragmented and in some cases noncontiguous, may not provide the same foraging benefit as larger parcels, but would, nevertheless, be available for foraging.

Nonnative annual grassland, the predominant habitat of the site, is not the optimal habitat for Swainson's hawk. The project site is characterized by seasonally dry grassland that is not perennially green and therefore does not produce significant seed, which would result in high populations of granivorous nocturnal, or "night active," rodents, rather than herbaceous diurnal or "day active" rodents. Swainson's hawk prefers diurnal rodents as prey. Although the quality of the grassland is less than ideal for the Swainson's hawk, the two large on-site preserve parcels are large enough in size (167 acres and 132 acres in size) to represent realistic foraging areas for the hawk (Estep, personal communication, 2003). The distance between the on-site preserve areas to the potential nest sites is within the same range as the distance between the impact areas and the existing nest sites.

Response to Comment 37

Mitigation for impacts to Swainson's hawk foraging habitat have employed mitigation ratios established and commonly used in the region and by CDFG to address impacts to Swainson's hawk (refer to Revised Table 4.7-4 [Swainson's hawk Grassland Habitat Mitigation Plan]). The proposed mitigation (both on site and off site) is consistent with CDFG's 1994 mitigation guidelines for the Swainson's hawk. Refer to Topical Response A (Off-Site Mitigation Lands) and revised MM 4.7-9 for a related discussion of off-site mitigation requirements and Responses to Comments 7-4, 7-5, 7-9 and 7-10 for a discussion of additional mitigation discussed with CDFG since the date of issuance of the CDFG letter.

Response to Comment 38

Refer to Response to Comment 7-6 regarding the nest site near Fiddlyment Road and related mitigation requirements. The commenter suggests that only the older *off site* nest site locations were used. Refer to revised Table 4.7-4 for revised mitigation requirements, which accounts for all of the nest sites.

Response to Comment 39

The commenter states that the locations of nest sites to the east require that the birds using those sites are likely to be especially dependent on the project site since the areas to the east and south of those nest sites are urbanized. Refer to Response to Comment 20-37 regarding mitigation ratios. Swainson's hawks that are dependent on the project site for foraging will have approximately 620 acres of contiguous open space within the WRSP for foraging, of which 399 acres are contained in two large open space grassland parcels. Refer also to Topical Response A (Off-Site Mitigation Lands) and Responses to Comments 7-5 and 7-6 regarding the function and viability of on-site grassland habitats.

Response to Comment 40

The commenter states that the size, location, and nature of the proposed mitigation lands are inappropriate and inadequate. The commenter states the 600 acres of open space on site cannot be counted toward mitigation. Refer to Topical Response A (Off-Site Mitigation Lands) and Responses to Comments 7-5 and 7-6 regarding the function and viability of on-site grassland habitats, performance standards, and mitigation credit.

The commenter states the proposed mitigation land is spread throughout the County in separate blocks, none of which is large enough to support the breeding of Swainson's hawks. Refer to Topical Response A (Off-Site Mitigation Lands) and Response to Comment 7-15 regarding the suitability of the proposed mitigation to support Swainson's hawks.

The commenter states that the sites are largely surrounded by land that is unprotected from future development. The Yankee Slough site is located north of Coon Creek, southeast of the town of Sheridan. The site is zoned for agricultural uses and is not in the path of urbanization. Relative to the project site, the Yankee Slough site is less likely to urbanize. Refer to Response to Comment 7-12 regarding the suitability of the Reason Farms site for mitigation. The City of Roseville is in the process of acquiring the Reason Farms site for the purpose of open space preservation, stormwater retention, and habitat preservation.

The commenter states that the sites do not contain suitable Swainson's hawk foraging habitat or nesting sites. Refer to Response to Comment 7-11 regarding the suitability of the Yankee Slough site for *off-site* mitigation and Response to Comment 7-12 regarding the suitability of the Reason Farms site. Refer to Topical Response A (Off-Site Mitigation Lands) and revised MM 4.7-9 for a discussion of off-site grassland preservation mitigation performance standards.

Refer to Topical Response E (WRSP Open Space Management Plan) and Topical Response A (Off-Site Mitigation Lands) for discussion of the management activities and acquisition of the *off-site* lands.

In June 2003 the Applicants contracted with Conservation Resources, LLC to purchase 731 acres of which 690 acres would be in Swainson's hawk habitat and 43 acres of vernal pool restoration habitat on the Yankee Slough property. The Applicants made an initial payment of \$2,200,000 to Conservation Resources, LLC for this habitat and the balance of the purchase price which constitutes 50 percent of the total purchase price is due to be paid in February 2004. In addition, the applicants have purchased the East Sheridan property from Wildlands, Inc. to compensate for wetland impacts. An initial payment of \$2,150,000 was paid with the remaining 50 percent to be purchased in February 2004.

The Yankee Slough and East Sheridan mitigation property and acquisition has been approved by the USFWS as reflected in their Final Biological Opinion (letter from Ken Sanchez of USFWS to Tom Cavanaugh of USACE November 20, 2003). All management and maintenance obligations for the restoration and preservation components of this *off-site* mitigation property will be fully funded by Conservation Resources and Wildlands, Inc. pursuant to the terms and conditions of the foregoing mitigation agreements as approved by the USFWS. Additional mitigation property conservation easements will be acquired in accordance with MM 4.7-9 prior to each phase of the development of the project in connection with a phasing protocol that has been acknowledged as acceptable by the CDFG's letter of October 24, 2003.

Response to Comment 41

The commenter states that the means by which the mitigation lands would be acquired are vague and speculative. Refer to Topical Response A (Off-Site Mitigation Lands), revised MM 4.7-9, and Response to Comment 20-44 regarding acquisition of the mitigation properties.

The measures proposed to address impacts to Swainson's hawk meet the definition of mitigation under CEQA Guidelines section 15370. That section states that mitigation includes (a) avoiding the impact altogether by not taking a certain action or parts of an action; (b) minimizing impacts by limiting the degree or magnitude of the action and its implementation; (c) rectifying the impact by repairing, rehabilitating, or restoring the impacted environment; (d) reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action; and (e) compensating for the impact by replacing or providing substitute resources or environments.

Response to Comment 42

Commenter states that there is no mitigation for loss of Swainson's hawk nesting sites instead of riparian nesting site preservation.

Except for two proposed road crossings that will result in tree removals, the existing riparian woodland will largely be preserved. Through the implementation of natural resource agency approved buffers, the existing riparian habitat will remain preserved. The *off-site* mitigation areas also have suitable Swainson's hawk foraging habitat (i.e., open grassland and croplands) and nesting habitat (i.e., riparian woodland adjacent to open lands). In addition, as required by MM 4.7-6, "To ensure that legally protected birds-of-prey are not taken during project construction, MM 4.7-6 requires that, when feasible, tree removals, or excavation near potential burrowing owl burrows occur during the period when these species are not nesting (September through February). If removal of trees or excavation near potential burrowing owl burrows during the nesting season is unavoidable, pre-construction raptor nest/burrowing owl surveys shall be conducted to determine whether or not legally protected raptor nests are present in trees designated for removal, or in areas slated for grading or other excavation. In the event that nests are present, appropriate CDFG protocols shall be followed in consultation with CDFG and followed during the removal or relocation of those nests." All mitigation of oak woodlands will occur in oak woodland preservation areas identified around Pleasant Grove Creek, thereby maintaining the overall size of the oak woodland and riparian area on the WRSP.

Response to Comment 43

The commenter states that there is no active management of the mitigation areas to enhance or maintain suitable Swainson's hawk habitat. Refer to Topical Response E (WRSP Open Space Management Plan) and Response to Comments 7-5 and 7-6 regarding management of Swainson's hawk foraging areas.

Response to Comment 44

The commenter states that there is no funding or financial plan discussed for acquiring or managing the mitigation properties. As discussed in Response to Comment 20-34, an Operation and Management Plan is required for both the on-site and *off-site* mitigation areas. Refer to Topical Response A (Off-Site Mitigation Lands) and Response to Comment 20-40 regarding funding to acquire the Swainson's hawk mitigation areas. Refer also to Responses to Comments 20-42 and 20-43 regarding the management of the mitigation properties.

CEQA does not require a fiscal analysis as part of the environmental review process (Section 15131(a) of the CEQA Guidelines: *Economic or social effects of a project shall not be treated as significant effects on the environment*). The Specific Plan, however, contains a full program of implementation measures (including financing measures) to ensure the provision of all infrastructure, facilities, public services, and/or mitigation measures that are necessary to support the proposed development. These implementation measures are described in Section 11 (Implementation and Administration) of the Specific Plan and Section 2.4.3 (Project Description, Implementation) of the Final EIR.

Response to Comment 45

The commenter states that the 350-foot construction activity buffer around active nest sites is inadequate. The 350-foot nest buffer is within the range of routinely approved distances by CDFG for projects in this area.

Response to Comment 46

The February through August period is generally the active period for nesting raptors, including Swainson's hawks. If an active raptor nest is found, regardless of the date, measures will be undertaken to prevent nest failure resulting from construction activities, as previously described in this response in the discussion of MM 4.7-6.

Response to Comment 47

Refer to Topical Response E (WRSP Open Space Management Plan) for a discussion the Operation and Management Plan. A Long-Term Monitoring Program will be prepared and implemented for the on-site

and *off-site* mitigation areas, respectively. Refer to Response to Comment 35C-3 regarding cost estimates for on-site mitigation.

Response to Comment 48

The commenter notes an opinion that burrowing owls have been severely impacted by residential and urban development and intense agricultural practices and does not provide a direct comment on the content or adequacy of the Draft EIR. Therefore, no further response is required with respect to those statements. Impacts to burrowing owls are further discussed on pages 4.7-45 to 4.7-47 and pages 5-65 to 5-67 of the cumulative impacts section of the Final EIR.

Response to Comment 49

The commenter states a personal observation that in Placer County, only a handful of burrowing owls are known to persist. There is no detailed information on population trends in burrowing owls in Placer County because of the lack of baseline data (Placer Legacy, Species Database, 2003).

The commenter states an opinion that the finding of three pairs on the site (Green 2000) is of considerable significance. As described on page 4.7-18 of the Final EIR, three pair and three individual burrowing owls have been observed during surveys of the WRSP. Impacts to burrowing owls are further discussed on pages 4.7-45 to 4.7-47 and pages 5-65 to 5-67 of the cumulative impacts section of the Final EIR.

Response to Comment 50

Text on page 4.7-70 describing the mitigation approach for a number of species refers to Impact 4.7-5 (Disruption of Swainson's hawk, Burrowing Owl, and Other Legally Protected Raptors) and includes MM 4.7-6(a) through (h). MM 4.7-6(a) through (f) applies to Swainson's hawk, burrowing owl, and other raptors, while the remaining subparts of the mitigation measure, (g) and (h), apply directly to the burrowing owl. MM 4.7-8 (Off-site and on-site preservation of grassland habitat) addresses impacts to grassland habitat for several species, including burrowing owl.

The mitigation provided pursuant to MM 4.7-8 would follow CDFG guidelines (1995), which have the objective to avoid and minimize impacts to burrowing owls at a project site and preserve habitat that will support viable owl populations. The CDFG Guidelines (1995) recommend mitigation measures that result in the avoidance of occupied burrows during the nesting season (February through August); allow for the creation of artificial burrows and passive relocation techniques and provide guidance for preservation of foraging habitat to offset burrowing owl impacts. MM 4.7-6 and MM 4.7-8 are generally consistent with CDFG Guidelines (1995). Revisions are made to MM 4.7-6 (Avoid nesting site) to increase the nondisturbance buffer around occupied burrows during the breeding season from 300 to 350 feet:

MM 4.7-6 (g): *Avoid nesting sites (Impact 4.7-5 and Impact 4.7-9 – WRSP)*

The applicant shall avoid all potential burrowing owl borrows that may be disturbed by project construction during the breeding season between February 15 and August 30 (the period when nest burrows are typically occupied by adults with eggs or young). Avoidance shall include the establishment of a ~~300-foot~~ 350-foot diameter nondisturbance buffer zone around any occupied burrows. The buffer zone shall be delineated by highly visible temporary construction fencing. Disturbance of any occupied burrows shall only occur outside of the breeding season (August 30 through February 15).

Within the WRSP, 620 acres of open space will be preserved in a contiguous open space network. Of the 620 acres, 399 acres are located within two large parcels located on the north and west sides of the project. Open space preserves will provide on-site preservation of suitable burrowing owl habitat, where burrowing owls have been observed during surveys of the site.

Mitigation lands will be acquired off site at Yankee Slough and other areas for the preservation of Swainson's hawk habitat. The Yankee Slough site is currently dry farmed and will be restored to its natural condition of vernal pool/grasslands, a habitat condition which is suitable habitat for burrowing owls (if ground squirrels are present, and grass is managed to be short in height). Burrowing owls can be found in annual and perennial grasslands, deserts, and arid scrublands characterized by low-growing vegetation as well as landscape, which include minimal trees and shrubs if the canopy covers less than 30 percent of the ground surface (CDFG, Staff Report on Burrowing Owls, 1995).

MM 4.7-6 and MM 4.7-8 will reduce impacts to burrowing owl and Swainson's hawk by preserving existing Swainson's hawk and burrowing owl habitat and providing *off-site* mitigation suitable for both species. On-site open space preserve areas will be subject to the management practices described in the Operation and Management Plan (Refer to Topical Response E). The Operation and Management Plan calls for active management practices including grazing and thatch control to minimize cover on the site. In addition, the applicants will work with CDFG by submitting a copy of the Operation and Management plan, which details the operations and maintenance activities that will ensure that the mitigation lands are managed appropriately for both the Swainson's hawk and the burrowing owl. In discussions between the City and CDFG (November 5, 2003), the City agreed to include feasible and appropriate management recommendations from the CDFG that address species including the burrowing owl.

Swainson's hawk and burrowing owl are known to inhabit the same habitat although burrowing owls prefer less dense cover than Swainson's hawk, such as short grasses and plains.

The measures proposed to address impacts to Swainson's hawk and burrowing owl meet the definition of mitigation under CEQA Guidelines section 15370. That section states that, "mitigation includes: (a) avoiding the impact altogether by not taking a certain action or parts of an action; (b) minimizing impacts by limiting the degree or magnitude of the action and its implementation; (c) rectifying the impact by repairing, rehabilitating, or restoring the impacted environment, (d) reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action; (e) compensating for the impact by replacing or providing substitute resources or environments." The proposed mitigation meets the definition of mitigation subsections under (a), (c), and (d).

Response to Comment 51

The commenter states that the Draft EIR proposes no specific mitigation for the loss of burrowing owl habitat. Refer to Response to Comment 20-50 regarding Swainson's hawk and burrowing owl mitigation. The Final EIR proposes MM 4.7-8 (Off-site and on-site preservation of grassland habitat) for loss of burrowing owl habitat.

Response to Comment 52

The commenter states his opinion that there is no assurance that the land contemplated for Swainson's hawk mitigation contains any appropriate habitat for burrowing owls. Refer to Response to Comment 20-50 for a discussion of on-site preservation of burrowing owl habitat. Approximately 620 acres of open space will be preserved, including habitat in which the burrowing owl has been observed (Green studies, 2000). The suitability of the project site for burrowing owl habitat has been demonstrated through the observation of burrowing owls on the project site. In addition, as part of the Operation and Management plan, the grassland habitat will be managed and artificial burrows will be constructed as needed. The Yankee Slough off-site location is suitable for burrowing owl habitat, because after restoration, it will be managed to contain low growing vegetation and grassland complexes similar to the project site. The project does not contemplate relocate the burrowing owls off site. Nevertheless, the Off-Site Mitigation Lands will provide additional habitat for the burrowing owl.

Response to Comment 53

Refer to Response to Comment 7-5 regarding retained open space and the value of open space for habitat preservation. The commenter states that the habitat is fragmented and in proximity to human activity.

The CDFG Staff Report on Burrowing Owl Mitigation (October 17, 1995) recommends a minimum of 6.5 acres of foraging habitat (foraging radius around the burrow) per pair or unpaired resident bird to offset the loss of foraging and burrow habitat. In the WRSP, three pairs of burrowing owls and three single burrowing owls were observed (Green studies, 2000). Approximately 40 acres of foraging habitat would

be required (six [three pair and three single owls] x 6.5 acres/per pair or single = 39 acres). Within the WRSP, the smallest area of contiguous open space preserve is 44.4 acres (parcels F-86, F-87, F-88 and W-82), which exceeds the CDFG's requirements for burrowing owl habitat. Other discrete contiguous areas of open space are larger and would accommodate larger burrowing owl populations including open spaces that measure 267 acres (parcel W-81), 132 acres (parcel F-80), 77.2 acres (parcel W-83), and 162.5 acres (parcels F-83, F-84 and F-85).

Response to Comment 54

The commenter states that efforts should be made to find and preserve suitable burrowing owl habitat elsewhere in the County.

Off-site mitigation areas are not necessary to reduce impacts to burrowing owls. The preserved grasslands on site are of adequate acreage, according to CDFG guidelines, to meet burrowing owl foraging requirements. Refer to Response to Comment 20-53 regarding the ability to provide adequate foraging habitat on site. Additional burrowing owl habitat will be provided with the off-site mitigation sites at Yankee Slough and additional off-site mitigation properties acquired by the Applicants in conjunction with their development phasing.

Refer to Topical Response A (Off-Site Mitigation Lands) for additional information. Therefore, because the mitigation proposed is consistent with the CDFG's 1995 guidelines, impacts are reduced to a less-than-significant level.

Response to Comment 55

The commenter states his opinion that it is unlikely that the impacts of the project can not be mitigated to a less-than-significant level. As stated in the Final EIR, however, adequate mitigation is being provided to reduce the impacts to a less-than-significant level. MM 4.7-8 requires off-site and on-site preservation of grassland habitat. Refer to Response to Comment 20-53 regarding the ability to provide adequate foraging habitat on site.

MM 4.7-8 will reduce impacts to burrowing owl by avoidance and preserving and enhancing existing burrowing owl habitat on site, and providing off-site mitigation suitable for both Swainson's hawk and burrowing owl. The measures proposed to address impacts to Swainson's hawk and burrowing owl meet the definition of mitigation under CEQA Guidelines section 15370 and provide substantial evidence that the impact to burrowing owls after mitigation will be less than significant. That section states that, "mitigation includes: (a) avoiding the impact altogether by not taking a certain action or parts of an action; (b) minimizing impacts by limiting the degree or magnitude of the action and its implementation; (c) rectifying the impact by repairing, rehabilitating, or restoring the impacted environment, (d) reducing

or eliminating the impact over time by preservation and maintenance operations during the life of the action; (e) compensating for the impact by replacing or providing substitute resources or environments.” The proposed mitigation avoids habitat, minimizes the impact by limiting the degree of development, and provides substitute resources or environments.

Response to Comment 56

MM 4.7-6(f) requires the Applicants immediately prior to construction activity, through surveys, determine if burrowing owls are occupying the project site. If burrowing owls are occupying the site prior to construction, they will be identified in these surveys and MM 4.7-6(g) and (h) regarding avoidance will apply. MM 4.7-6(g) and (h) require that burrows be avoided during construction during the breeding season and that preconstruction and non-breeding season exclusion measures be implemented to preclude burrowing owl occupation of the site prior to site disturbance (one-way doors). The protocol outlined in MM 4.7-6 is consistent with the requirements of the CDFG Guidelines (1995). Consistent with CDFG protocol, in the event that a burrowing owl is encountered during construction in the non-nesting season, construction would stop and the owl would be relocated through accepted passive relocation techniques.

CDFG Guidelines (1995) consider an impact to burrowing owls to be disturbance within 50 meters (160 feet) of owls at occupied burrows, destruction of natural and artificial burrows or destruction and/or degradation of foraging habitat adjacent (within 100 m/320 feet) to an occupied burrow. The 350-foot requirement in MM 4.7-6(b) substantially exceeds the CDFG Guideline.

Response to Comment 57

The commenter states that mitigation for burrowing owl impacts will require a large area of appropriate habitat and that the areas planned for Swainson’s hawk habitat will not suffice for burrowing owl. Refer to Response to Comment 20-53 regarding the ability to provide adequate burrowing owl foraging and nesting habitat on site. Refer also to Responses to Comments 20-50 and 20-52 for information regarding the suitability of on-site and off-site mitigation to provide burrowing owl and Swainson’s hawk mitigation. Refer also to Response to Comment 20-56 for information regarding the range of foraging habitat called for in CDFG Guidelines.

Response to Comment 58

Commenter states that active management to improve areas for Swainson’s hawks will most likely make them unsuitable for burrowing owl. Mitigation lands will be managed consistent with the requirements for the Operations & Management Plans for the on-site and off-site mitigation areas. Refer to Topical Response E (WRSP Open Space Management Plan). The Operation and Management plan for on-site

preserve areas includes active management provisions such as thatch management, grazing, etc. The City will provide a copy of the Operation and Management Plan to the CDFG to provide input on appropriate measures to support burrowing owls. Since past land management practices on the WRSP have historically included cattle grazing, the Operation and Management Plan includes the use of livestock grazing to reduce thatch. Such management practices are consistent with providing continued habitat for the burrowing owl on site. Grazing of the site reduces grasses so that prey is visible to Swainson's hawk. Grazing also would eliminate dense cover that would preclude burrowing owls from occupying the site. Consistent with the commenter's statement in Comment 20-60, grazing is expected to be conducive to burrowing owls. Grazed land will encourage other species to occupy the site including ground squirrels, which dig burrows that are later used by the burrowing owl. The management and preservation activities meet the definition of Guidelines Section 15370(c) and (d).

Response to Comment 59

The commenter states an opinion that mitigation for Swainson's hawk foraging habitat would not concurrently mitigate for loss of habitat for other wildlife species such as burrowing owl, red-tailed hawk, white-tailed kite, northern harrier, and loggerhead shrike. The preservation and enhancement of on-site grassland and grassland/croplands and off-site riparian woodland would provide for ample foraging habitat for a variety of diurnal and nocturnal birds of prey, songbirds, neo-tropical migrants, waterfowl, waders, and many others. Because the preserved on-site and off-site lands are or will be of similar character to the affected lands that support these species, the mitigation is expected to provide suitable habitat. Refer to Response to Comment 20-50 for a discussion of the viable approach for mitigating for the loss of multiple species simultaneously.

Response to Comment 60

The commenter states an opinion that the influence of grazing on habitat quality differs markedly between white-tailed kites, ferruginous hawks and loggerhead shrikes and burrowing owls and northern harriers do much better with fairly heavy grazing. Refer to Response to Comment 20-32 regarding ferruginous hawks and Response to Comment 20-29 regarding loggerhead shrike. Impacts to the habitat for these species have been addressed and mitigated in the Final EIR. The Final EIR evaluates impacts to grassland (MM 4.7-8), wetland (MM 4.7-1), stream (MM 4.7-10), and riparian (MM 4.7-13) habitats. Potential impacts to woodland and grassland habitats of legally protected raptors such as white tailed kite, ferruginous hawk, and burrowing owls are evaluated and mitigated in Impact 4.7-5. The information presented by the commenter does not result in a new environmental impact or a substantial increase in the severity of a previously identified environmental impact because existing mitigation measures address potential impacts to these bird species.

Response to Comment 61

The commenter states an opinion that habitat varies widely among merlins, white-tailed kites, loggerhead shrikes, northern harriers and short-eared owls. Refer to Response to Comment 20-27 regarding merlins, Response to Comment 20-25 regarding short-eared owls, and Response to Comment 20-29 regarding loggerhead shrikes. Impacts to the habitat for these species have been addressed and mitigated in the Final EIR. The Final EIR evaluates impacts to grassland (MM 4.7-8), wetland (MM 4.7-1), stream (MM 4.7-10), and riparian (MM 4.7-13) habitats. Potential impacts to woodland and grassland habitats of legally protected raptors such as white tailed kite and northern harrier are evaluated and mitigated in Impact 4.7-5. Because the preserved on-site and off-site lands are or will be of similar character to the affected lands that support these species, the mitigation will provide suitable habitat. The information presented by the commenter does not result in a new environmental impact or a substantial increase in the severity of a previously identified environmental impact because existing mitigation measures address any potential impacts to these bird species.

Response to Comment 62

The commenter states an opinion that, unlike Swainson's hawk, both ferruginous hawks and prairie falcons have been shown to be sensitive to even very small degrees of nearby urbanization. Refer to Response to Comment 20-32 regarding ferruginous hawks and Response to Comment 20-26 regarding prairie falcons. Impacts to the habitat for these species have been addressed and mitigated in the Final EIR. The Final EIR evaluates impacts to grassland (MM 4.7-8), wetland (MM 4.7-1), stream (MM 4.7-10), and riparian (MM 4.7-13) habitats. Potential impacts to woodland and grassland habitats of legally protected raptors such as ferruginous hawk are evaluated and mitigated in Impact 4.7-5. The off-site mitigation locations, including Yankce Slough will be similar to the habitat at the project site and will be located farther away from urbanization than the project site. Refer to Topical Response A (Off-Site Mitigation Lands). The large size of on-site and off-site preservation lands, up to 700 acres, will ensure that urbanization does not occur in close proximity to habitat. The information presented by the commenter does not result in a new environmental impact or a substantial increase in the severity of a previously identified environmental impact because existing mitigation measures address any potential impacts to these bird species.

Response to Comment 63

The commenter states an opinion that the size of winter home ranges for prairie falcons averages 7,500 acres and can be as large as 17,000 acres, which requires large contiguous areas of open country. Refer to Response to Comment 20-26 regarding prairie falcons. Impacts to prairie falcon habitat has been addressed and mitigated in the Final EIR. The Final EIR evaluates impacts to grassland (MM 4.7-8),

wetland (MM 4.7-1), stream (MM 4.7-10), and riparian (MM 4.7-13) habitats. Potential impacts to woodland and grassland habitats of legally protected raptors such as prairie falcon are evaluated and mitigated in Impact 4.7-5. Refer to Topical Response A (Off-Site Mitigation Lands). The Yankce Slough location will provide approximately 700 acres off site. The on-site preservation of open space lands, the off-site location, and other open space areas throughout the region provide habitat for the prairie falcon. The information presented by the commenter does not result in a new environmental impact or a substantial increase in the severity of a previously identified environmental impact because existing mitigation measures address any potential impacts to this bird species.

Response to Comment 64

The commenter states an opinion that the mitigation for loggerhead shrike breeding and wintering habitat is particularly important. The commenter further states that mitigation will be difficult because so little is known about the species. Refer to Response to Comment 20-29 regarding loggerhead shrike. Impacts to loggerhead shrike habitat have been addressed and mitigated in the Final EIR. The Final EIR evaluates impacts to grassland (MM 4.7-8), wetland (MM 4.7-1), stream (MM 4.7-10), and riparian (MM 4.7-13) habitats. Potential impacts to woodland and grassland habitats of legally protected raptors such as loggerhead shrike are evaluated and mitigated in Impact 4.7-5. The Yankce Slough location will provide approximately 700 acres of off-site mitigation. The on-site preservation of open space lands and the off-site location are of similar character to the impacted habitat and are, therefore, expected to provide suitable habitat. In addition, other open space areas throughout the region provide habitat for the loggerhead shrike. The information presented by the commenter does not result in a new environmental impact or a substantial increase in the severity of a previously identified environmental impact because existing mitigation measures address any potential impacts to this bird species.

Response to Comment 65

The commenter states an opinion that a mitigation approach that focuses on quality horned lark habitat is needed because horned lark are prey species for two of the raptors (prairie falcon and merlin). Horned larks are an abundant grassland species that inhabits short, sparse, herbaceous vegetation with little to no woody vegetation. Horned larks are prey for raptors such as prairie falcon, merlin, and loggerhead shrike.

The approach suggested by the commenter of creating high-quality grassland habitat is consistent with what is proposed with the WRSP. Refer to Response to Comment 20-50 regarding the on-site and off-site mitigation strategy and Topical Response A (Off-Site Mitigation Lands). Refer also to Response 7-5 regarding retained open space.

Response to Comment 66

The commenter states that the Draft EIR is silent on mitigation measures for all these additional Special Status Species. Refer to Responses to Comments 20-59 through 20-65 regarding the species described by commenter. The on-site preservation of open space lands, the off-site locations, and other open space areas throughout the region provide habitat for the bird species listed by commenter. Refer also to Topical Response E (WRSP Open Space Management Plan) and Topical Response A (Off-Site Mitigation Lands) for additional information regarding off-site mitigation and the Operation & Management Plan for on-site preserves.

The information presented by the commenter does not result in a new environmental impact or a substantial increase in the severity of a previously identified environmental impact because existing mitigation measures address any potential impacts to these bird species.

Response to Comment 67

The commenter states an opinion that activities to enhance the value of Swainson's hawk mitigation lands will likely be detrimental to most or all of these other species. Refer to Responses to Comment 20-52 and 20-58 for a discussion of the viability of mitigating for multiple species simultaneously. The fact that Swainson's hawk and the other species described by the commenter currently occur or potentially occur on the project site together indicates that they are not mutually exclusive species in the setting of on-site mitigation lands. Refer to Topical Response A (Off-Site Mitigation Lands) and Responses to Comments 20-48 through 20-58 for a discussion of the habitat requirements of burrowing owls and Swainson's hawks, and how those habitat requirements will be adequately provided in the on-site and off-site mitigation areas.

Response to Comment 68

The commenter states an opinion that there is no mention of any plan to monitor the success of the mitigation for any other special status bird species. The commenter states an opinion that there should be detailed descriptions of how the mitigation lands will be managed. Refer to Topical Response E (WRSP Open Space Management Plan), Responses to Comments 7-5 and 7-6 for a discussion the Operations and Management plans and Long-Term Monitoring Program that will be prepared and implemented for both the on-site and off-site mitigation areas. Refer also to Response to Comment 7-6 for a discussion of the financial feasibility of the proposed mitigation measures.

Response to Comments 69 and 70

While both the USFWS and CDFG have encouraged the City to participate in the Placer County HCP/NCCP program or a related subarea plan, participation is not a requirement. Because of the

uncertainties inherent in the timing and completion of the County HCP/NCCP, the City opted to seek endangered species protection, mitigation, and authorizations independently consistent with the City of Roseville/USFWS MOU, while coordinating these efforts to the degree feasible with the County's evolving plan. This approach is consistent with *Chapparal Greens v. City of Chula Vista* (1996) 50 Cal.App.4th 1134, which states that CEQA does not require consideration of proposed regional planning efforts. The WRSP project is, however, consistent with Conservation and Development Opportunity Alternative 2 of the Western Placer County Draft Conservation Strategy Overview (September 8, 2003). The West Roseville Specific Plan and Sphere of Influence Project is depicted within the Alternative 2 Development Opportunity Area. According to the Draft Conservation Strategy Overview, the intent of Development Opportunity Areas is to show where growth may be more reasonably accommodated and may be compatible with the Conservation Plan's goals and objectives, taking into account existing general plans of the cities and the County, planned infrastructure and the distribution of biological resources. The Draft Conservation Strategy further states, "Some places within this area may be more suitable for conservation and may be incorporated in on-site mitigation or impact avoidance."

This is the approach taken with the proposed project. The WRSP project was designed to preserve the highest value and most densely distributed biological resources on site. In addition, off-site preservation areas were selected based on biological resource mapping generated by the Placer Legacy HCP/NCCP project and upon guidance provided by state and federal resource agencies. Additional off-site acquisitions will be made pursuant to the same guidance, which is consistent with the objectives of the Placer Legacy HCP/NNCP project.

Response to Comments 71 and 72

Following months of coordination and iterative mapping exercises completed in compliance with the City of Roseville/USFWS MOU, the USFWS determined that nearly all projects within Roseville that had vernal pools had received Clean Water Act 404 permits. Consequently, the USFWS determined that preparation of an HCP for the existing City was not needed (Letter from Cae Coude to Mark Morse at City of Roseville, dated June 28, 2001). Instead, it was agreed that an equivalent conservation strategy could be developed and approved by the USFWS at the project level through the Section 7 consultation process in the context of wetland permitting pursuant to section 404 of the Clean Water Act. This is the process that was followed and has been agreed to by the USFWS and is consistent with the USFWS/City of Roseville MOU. As stated in the Final EIR, a Final Biological Opinion, which was ultimately issued on November 23, 2003, and includes an ITP, both of which are provided in Appendix Y of this Final EIR, provides consultation from the USFWS to the ACOE regarding the project's 404 permit and related mitigation plan.

This comment suggests that the proposed annexation does not comply with the City of Roseville/USFWS MOU. MOU Section 2 defines the boundaries of the planning area subject to the MOU. This section states that MOU boundaries may change to include lands annexed to the City, and that these lands can be incorporated into the MOU planning area. The MOU was drafted with the understanding that the City may annex areas west of the existing City. Consequently, the proposed project is consistent with the annexation provisions of the MOU.

Response to Comments 73 and 74

Refer to Topical Response F (City/USFWS MOU Compliance and Placer County Coordination) and Responses to Comments 20-71 and 20-72 for a discussion of the project's relationship to the potential viability of the Placer Legacy HCP/NCCP efforts.

Response to Comment 75

The commenter states an opinion questioning the City of Roseville's ability to ensure that minimal mitigation proposed in the Draft EIR will be implemented and managed in a manner that will reduce the impacts of the project.

Section 15097 of CEQA requires that all state and local agencies establish monitoring and reporting programs for projects approved by public agency whenever approval involves the adoption of an Environmental Impact Report (EIR). The mitigation measures in the Final EIR will be included in the Mitigation Monitoring Program (MMP) that will be adopted by the City Council if the EIR is certified and the project is approved. Mitigation measures will be implemented as enforceable conditions of approval and the project development agreements require the project's implementation of the mitigation measures listed in the MMP.

Response to Comment 76

The commenter indicates that they wish to incorporate by reference the comments of William D. Kopper filed on behalf of Mr. Michael Catalano, Mr. Rob Collins, Mr. John Elliott, Mr. Greg Bain, and Roseville Citizens for Responsible Planning. Refer to Responses to Comment Letters 25 and 35.

Response to Comment 77

Refer to Responses to Comments 7-5 and 7-6 for a discussion of the Operations and Maintenance Plans and Long-Term Monitoring Program that are being prepared and will be implemented for both the on-site and off-site mitigation areas. Refer also to Response to Comment 7-6 for a discussion of the financial feasibility of the proposed mitigation measures.

Response to Comments 78 and 79

The commenter states an opinion about the potential effectiveness of mitigation measures and suggests that evidence from other projects in the City of Roseville suggests that mitigation measures will not be implemented and enforced. Refer to Response to Comment 20-75.

The commenter also refers to several projects that are not the subject of the Final EIR. The commenter's opinions will be provided to the decision-makers for their review and consideration when evaluating the project. No further response is required.

Response to Comment 80

Diesel particulate matter as a toxic air contaminant is addressed on page 4.4-12 of the Final EIR. The impacts associated with diesel fuel TACs are considered under Impact 4.4-4. With the implementation of MM 4.4-7, TAC impacts are expected to be less than significant. In addition, in response to this comment, the second paragraph of the discussion of toxic air contaminants on page 4.4-7 of the Final EIR has been revised as follows:

TACs can be emitted from a variety of common sources, including gasoline stations, automobiles, dry cleaners, industrial operations, and painting operations. Natural source emissions include windblown dust and wildfires. Research facilities, farms, construction sites, and residential areas can also contribute to toxic air emissions. TACs include both organic and inorganic chemical substances. Examples include certain chlorinated hydrocarbons such as solvents, certain metals, and asbestos. In 1998, the CARB identified particulate matter from diesel-fueled engines as a TAC. Compared to other air toxics the CARB has identified and controlled, diesel particulate emissions are estimated to be responsible for approximately 70 percent of the total ambient air toxics risk throughout California.

In addition, the discussion of the CARB's *Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles* on page 4.4-12 of the Final EIR has been revised as follows:

As discussed previously, the CARB has recently identified diesel particulate matter as a toxic air contaminant under the 1807 program. Diesel particulate matter is emitted into the air via heavy-duty diesel trucks, construction equipment, and passenger cars. In October 2000, the CARB released the Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles. This plan identifies diesel particulate matter as the predominant TAC in California and proposes methods for reducing diesel emissions. This plan represents the State's comprehensive plan to substantially reduce diesel particulate emissions throughout the state. The plan contains the following three components:

1. New regulatory standards for all new on-road, off-road, and stationary diesel-fueled engines and vehicles to reduce diesel particulate emissions by about 90 percent overall from current levels;

2. New retrofit requirements for existing on-road, off-road, and stationary diesel-fueled engines and vehicles where determined to be technically feasible and cost effective; and
3. New phase 2 diesel fuel regulations to reduce the sulfur content levels of diesel fuel to no more than 15 parts per million to provide the quality of diesel fuel needed by the advanced diesel particulate emission controls.

Response to Comment 81

Under Section 176(c) of the Federal Clean Air Act (FCAA), no federal agency may approve, accept, or fund any transportation plan, transportation program, or transportation project unless such, plan, program, or project has been found to conform to an applicable implementation plan in effect under the FCAA. In the case of the current proposal, there are no transportation plans, programs, or projects that are subject to Federal review and approval. Therefore, development of the SOI Amendment Area as envisioned in the EIR is not subject to a conformity analysis under the FCAA.

Response to Comment 82

In response to this comment and a review of the new fugitive dust rule recently adopted by the PCAPCD, the discussion of applicable PCAPCD rules that relate to the SOI Amendment Area on page 4.4-14 of the Final EIR has been revised as follows:

Rule 228 Fugitive Dust

- 301 VISIBLE EMISSIONS NOT ALLOWED BEYOND BOUNDARY LINE: A person shall not cause or allow the emissions of fugitive dust from any active operation, open storage pile, or disturbed surface area (including disturbance as a result of the raising and/or keeping of animals or by vehicle use), such that the presence of such dust remains visible in the atmosphere beyond the boundary line of the emission source.
- 302 VISIBLE EMISSIONS FROM ACTIVE OPERATIONS: In addition to the requirements of Rule 202, Visible Emissions, a person shall not cause or allow fugitive dust generated by active operations, an open storage pile, or a disturbed surface area, such that the fugitive dust is of such opacity as to obscure an observer's view to a degree equal to or greater than does smoke as dark or darker in shade as that designated as No. 2 on the Ringelmann Chart (i.e. 40 percent opacity), as published by the United States Bureau of Mines.
- 303 CONCENTRATION LIMIT: A person shall not cause or allow PM₁₀ levels to exceed 50 micrograms per cubic meter, 24 hour average, when determined by simultaneous sampling, as the difference between upwind and downwind samples collected on high-volume particulate matter samplers or other EPA-approved equivalent method for PM₁₀ monitoring. Sampling shall be conducted in accordance with the procedures specified in Section 500.
- 304 TRACK-OUT ON TO PAVED PUBLIC ROADWAYS: Visible roadway dust as a result of active operations, spillage from transport trucks, and the track-out of bulk material onto public paved roadways shall be minimized and removed.

Implementation of MM 4.4-1 and MM 4.4-2 is designed to achieve these standards.

Response to Comment 83

MM 4.4-1 requires the preparation of a dust control plan for construction activities. The plan would be required to demonstrate compliance with PCAPCD Rule 228 and any specific feasible dust control measures that the PCAPCD may recommend at the time of development. The PCAPCD is the agency responsible for comprehensive air pollution control in Placer County. Preparation and implementation of the dust control plan would reduce the potential impacts of fugitive dust generated during construction activities to the maximum feasible level.

Response to Comment 84

Please refer to the Response to Comment 11-7 for the revision to MM 4.4-3 that addresses emissions from heavy-duty off-road equipment in a manner recommended by the PCAPCD. The PCAPCD's recommended revisions are consistent with the recommendations of this comment.

Response to Comment 85

In response to this and other comments regarding this issue, the operational emissions associated with the WRSP and Remainder Area have been recalculated using the URBEMIS 2002 computer model developed for the California Air Resources Board and the trip generation data presented in the traffic analysis and Section 4.3 (Transportation and Circulation) of the Final EIR. Refer to Response to Comment 11-9 for a discussion of the revised total of operational emissions associated with the WRSP and Remainder Area, which are substantially lower than those shown in the Draft EIR for all emissions with the exception of PM₁₀ emissions generated during the winter. Nevertheless, this impact is still considered significant and unavoidable even with the implementation of MM 4.4-5 and MM 4.4-6.

Response to Comment 86

Please refer to Response to Comment 20-81 regarding the requirement for a transportation conformity analysis. Please also refer to Response to Comment 11-2 regarding the relationship of the proposed development of the SOI Amendment Area to the ability of the Sacramento Federal Ozone Non-attainment Area (SFONA) to attain federal ozone standards by November 2005.

Response to Comment 87

Sacramento County, through its General Plan, requires applicants of proposed development projects to prepare and implement a plan that identifies measures that will be implemented to reduce the potential operational air quality emissions of the project by a minimum of 15 percent. Neither the PCAPCD nor City of Roseville has such a requirement. Instead, the PCAPCD recommends that developers of projects that have the potential to generate significant air quality impacts implement an on- and off-site

mitigation program. According to the PCAPCD (Comment Letter 11), this mitigation strategy is the backbone of the PCAPCD's efforts to reduce emissions from land use projects as required by the 1994 State Implementation Plan. Numerous projects throughout Placer County have implemented an on- and off-site mitigation strategy, thereby reducing tons of emissions from the Sacramento Valley Air Basin portion of Placer County that would not otherwise be removed. If the applicants, in consultation with the City, elect not to implement an off-site mitigation program, they can pay an in-lieu fee to the PCAPCD's Off-Site Mitigation Fund. The PCAPCD obtains real, quantifiable ozone precursor emission reductions from existing sources within the City of Roseville and Placer County that are not required to reduce their emissions by current State law or PCAPCD regulation. These strategies are components of MM 4.4-5 as revised in this Final EIR. Adopted mitigation measures are as effective as or more effective than a percentage target.

Refer to Response to Comment 11-9 regarding reductions in emissions after mitigation.

Response to Comment 88

The CARB's *Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles* identifies ranges of potential cancer risks associated with seven common sources. One of these is a low volume, 6-lane freeway that assumes an average of 2,000 diesel vehicles per day. Using year 2000 emission inventories and factors, *Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles* identifies a risk range of approximately 90 to 200 chances per million (of developing cancer) based on 70 years of constant exposure to the diesel fumes at a distance of 20 meters from the edge of the freeway. The low range of 90 chances per million was calculated using meteorological data for the City of Concord in northern California. The high range of 200 chances per million was calculated using meteorological data for the City of Anaheim in southern California. Using this information, the potential risks at schools within the WRSP site can be estimated to identify a potential worst-case scenario.

Two elementary schools would be located along Hayden Parkway in the northern part of the WRSP site. Hayden Parkway is proposed as a modified collector. As shown in Figure 4.3-10 of the Final EIR, this roadway would average approximately 2,300 average daily vehicles under year 2020 plus WRSP conditions. The other school sites would be located near roadways with lower traffic volumes. Assuming that diesel vehicles would average approximately two percent of the roadway fleet mix, the 2,000 reference vehicles would be reduced to approximately 46 diesel vehicles or 2.3 percent per day on Hayden Parkway.

The *Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles* assumes 70 years of constant exposure to diesel fumes. However, students would attend the schools for

six years, or 8.6 percent of the 70-year reference exposure condition. They would also attend school an average of approximately eight hours per day, or 33 percent of the 24-hour reference exposure period. Finally, they would attend the schools an average of 180 days per year, or 49.3 percent of the 365-day reference exposure condition. Using this information, the potential worst-case risks to students can be calculated as follows for the low and high ranges of the *Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles* scenario.

- Low Range = 90 cases per million x 0.023 x 0.086 x 0.333 x 0.493 = 0.03 cases per million
- High Range = 200 cases per million x 0.023 x 0.086 x 0.333 x 0.493 = 0.06 cases per million

Based on this information, the potential cancer risks to students at schools within the WRSP site would be substantially less than the 10 in one million standard using year 2000 data and the low and high range scenarios. No buffers or setback distances would be needed to protect the students of the WRSP site from diesel exhaust emissions. The *Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles* identifies programs that will reduce the potential risks associated with diesel vehicle exhaust in California by up to 75 percent by 2020. Therefore, the potential risks to everyone in the state will be substantially reduced from 2000 levels. No further evaluation is required.

Response to Comment 89

The existing conditions analysis was completed in a timeframe corresponding to the release of the NOP in compliance with CEQA Guidelines Section 15125(a). The land use growth and roadway network improvements that have occurred since 2001 are included in the travel demand model for 2020 future conditions. The 2020 traffic volume forecasts consider effects of future land use growth and roadway network improvements and therefore do not result in an underestimation of impacts.

Response to Comment 90

Section 4.3.3 (Transportation and Circulation, Regulatory Setting) provides an overview of relevant local, state, and federal regulations.

This commenter does not clarify what additional detail is needed. Therefore, the comment is acknowledged, and the opinion of the commenter will be provided to the decision-makers for review and consideration when deciding whether to approve or deny the proposed project.

Response to Comment 91

The environmental setting consists of the existing conditions at the time that the NOP was issued, as explained in Response to Comment 20-62. Future (2020) baseline for analyzing the impacts of the project at buildout is based on the City's 2002 CIP. The City's CIP assumes buildout of the existing City and 2020

market rate development outside of the City, and identifies future intersection LOS and required roadway improvements necessary to maintain the City's level of service policies. Section 4.3.4 (Impacts and Mitigation Measures) of the Final EIR analyzes changes to this future baseline scenario with the addition of the WRSP and the SOI area, and identifies impacts to intersections caused by buildout of the project.

Response to Comment 92

The commenter is correct in stating the City's current CIP does not include the WRSP. As noted in Response to Comment 20-91, the City's current CIP is based on build out of entitled land within the City limits as they existed in 2002. The Final EIR on page 2-66 notes that the approval of the project would require an update to the City's CIP to include the proposed development.

Response to Comment 93

Refer to Response to Comments 20-89, 20-91, and 20-92 for a discussion of traffic impacts and analysis.

Response to Comment 94

The actual estimate of project-generated trips remaining within the project site is about 22 percent, which is reasonable for a mixed-use project of this size. Refer to page 4.3-38 of the Final EIR. This estimate is based on the Institute of Transportation Engineers (ITE) publications. The Final EIR indicates that 110,300 daily "trip ends" would be generated by the WRSP. About 19,650 daily vehicle trips, representing 39,300 daily trip ends, would remain within the WRSP area (such as travel between the residential development and the retail uses or schools within the WRSP). About 71,000 daily vehicle trips would enter or exit the project site. The trips that have both ends within the proposed project should not be double-counted when estimating the percentage of trips that remain internal to the project site. For example, for a round trip from a residential unit in the WRSP to a store in the WRSP, there are two vehicle trip ends at the residential unit (the beginning of the trip to the store and the end of the trip back from the store) and two vehicle trip ends at the store. Thus there are four vehicle trip ends, but there are only two vehicle trips. The proper calculation of the percentage of project-generated vehicle trips remaining within the project site is 22 percent (19,650 daily vehicle trips out of 90,650 total vehicle trips).

Response to Comment 95

A reasonable roadway network was assumed in the Remainder Area for the purpose of forecasting traffic volumes associated with future development of that area. Not including these roadways in the travel demand model could lead to erroneous forecasts. It is reasonable to assume that some form of roadway system would exist in these locations for the purposes of the Final EIR analysis since the land uses in this

area were assumed to be built out in order to create an appropriately conservative analysis of project impacts. The land uses assumed for the Remainder Area could not be built out without supporting roadways.

Response to Comment 96

The improvements to Fiddlyment Road identified by the commenter are included within the City's CIP. In addition, the development agreement between the City and landowner obligates the landowner to construct the referenced improvements.

Response to Comment 97

The Placer County improvements identified to mitigate impacts from the WRSP are consistent with the County's Capital Improvement Program or are currently being considered under a joint City/County Traffic Mitigation Fee Program. Currently there is no mechanism in place for payment of impact fees from the City of Roseville to Placer County for impacts to County roadways. Because the development of an improvement program for regional roadway improvements cannot be relied upon as mitigation this impact was identified as significant and unavoidable. Development within the City of Roseville participates in two regional traffic impact fee programs and the WRSP would participate in a third fee to fund roadway improvements in unincorporated Placer County. These programs include the Highway 65 Joint Powers Authority Fee Program and the South Placer Regional Transportation Impact Fee Program. In addition, the City and Placer County are currently working towards a third regional fee program to fund improvements to Baseline Road and the Fiddlyment/Walerga corridor. With regard to Guiding Principles, refer to Response to Comment 20-6 and 20-12.

Response to Comment 98

A multi-modal transit facility is not included within the proposed project. The plan area will provide transit services, bikeways, and five park-and-ride lots. Typically, multi-modal transfer stations are provided to link alternative transportation modes with more standard travel modes, i.e., trains to vehicles. Since neither light nor heavy rail is planned in this area, the park and ride lots in the plan will adequately provide for mode transfers from vehicles or bicycles to buses or carpools.

Response to Comment 99

This section of the Final EIR does not state that the plan area is designed inefficiently from a transit perspective. Rather, it states, "Providing adequate transit service to the SOI Amendment Area could be difficult economically..." (refer to Final EIR page 4.3-76). Operation, Maintenance, and Capital costs for transit in California are paid through the Transportation Development Act (TDA), which creates in each

county a local transportation fund (LTF) for the transportation purposes specified in the Act, which are first and foremost to provide public transit service. Revenues to the LTF are derived from the ¼-cent sales tax collected statewide. The ¼ cent is returned by the State to each county according to the amount of tax collected in that county and distributed to each local agency based on population. As stated in the Final EIR, the expected TDA funds to be generated by the plan area would not fund 100 percent of the anticipated future transit services for the plan area. As such, the mitigation measure identified in the Final EIR will augment the TDA funds to provide full funding, i.e., 100 percent, for anticipated transit services.

Response to Comment 100

As indicated on page 6-6 of the Final EIR, an Infill Alternative was analyzed but would be infeasible because most land within the City has been entitled, developed, or designated as park or open space. Available infill sites within the existing City limits were not large enough to accommodate elements of the proposed project, including the proposed park and open space network, light industrial uses, age-restricted residential units, and the Village Center, all in a comprehensively planned land use plan.

The City recognizes that to meet the SACOG growth projections outlined in the Blueprint Project for Placer County by the year 2050, 141,000 additional units must be provided in Placer County alone. This growth will be accommodated through a combination of greenfield and infill development. The City is an active participant in developing SACOG Blueprint alternative scenarios to accommodate regional growth in a manner that facilitates transit options, provides affordable housing, and preserves open space.

The City of Roseville is unusual in that it has eight existing Specific Plans and 28 associated development agreements, which provide entitlements over a large portion of the City. Of the approximate 20,000 acres of incorporated land, over 12,000 acres are in specific plan areas. The remaining 8,000+ acres includes 500 acres that are part of the Hewlett Packard Master Plan and development agreement. Hence, 63 percent of the City is entitled and governed by specific plan and/or master plan and development agreement (refer to Roseville General Plan Table II-1, page II-7, technical amendment version 1-8-03, Resolution 03-01). The remaining 37 percent is in industrial or infill areas, or in open space, parks, or public/quasi-public uses. While there are some opportunities for infill development/redevelopment, the sites would provide only a small fraction of the 8,430 units proposed by the project or the parks and open space, business professional, light industrial, commercial, and Village Center land uses proposed in the project. In addition, the units would be noncontiguous, which would preclude a sense of community and place that is otherwise provided by a master-planned development. Noncontiguous development of smaller size do not achieve the project's objective of providing a master-planned community and providing the City

with public benefits. Further, development of the infill sites is constrained by land use designations, which would not accommodate the project.

The City is considering proposals to rezone a portion of it's the North Industrial area to residential use (two applications are currently pending; the 140-acre Longmeadow Project and Fiddlyment 44). In addition, the City has sent out Requests for Proposals for consulting firms to examine a Specific Plan for the Riverside Corridor between Douglas Boulevard and Darling Avenue that could allow some additional residential use if approved. However, other areas cited by the commenter such as Atlantic and Vernon already have existing land uses, such as businesses, residences and other uses. These areas are older, and the infrastructure is not designed to accommodate more intensive development without substantial upgrades. Moreover, areas zoned as industrial near the rail yard are not compatible uses for new residential development due to noise levels, diesel engines, and other activities common to a rail yard. Finally, the City also has fiscal concerns with converting commercial areas to residential use and the potentially negative effect that would have on the General Fund and the City's ability to provide services. In addition, as stated on pages 4.1-7 and 4.2-6 of the Final EIR, the City anticipates buildout of its current residential land use allocation between 2005 and 2007. Therefore, the Infill Alternative was not considered feasible.

Response to Comment 101

The Final EIR considers the Placer Ranch and De La Salle/AKT University projects in the cumulative impacts analysis at pages 5-15 through 5-16 (general discussion); 5-16 and 5-17 (compatibility with external land uses); 5-19 (loss of agricultural land); 5-20 through 5-23 (population and housing); 5-23 through 5-54 (transportation); 5-54 through 5-59 (air quality); 5-60 and 5-61 (construction noise); 5-63 and 5-64 (geology, soils and seismicity); 5-65 through 5-67 (biological resources); 5-82 and 5-83 (water supply); 5-83 and 5-84 (water treatment); 5-86 and 5-87 (wastewater); 5-87 through 5-89 (solid waste); and 5-104 and 5-105 (aesthetics and visual quality). The Final EIR also considers the development of the potential Placer Ranch site under the current General Plan designation for that property. The Final EIR also depicts the potential locations of these developments in Figure 4.1-2.

The notice of preparation for this project was released in August 2002. An application for the proposed De La Salle/AKT University project was submitted to Placer County in September 2003. The County has not yet received any application for the Placer Ranch proposal. On October 20, 2003, the Placer County Board of Supervisors held a workshop that included discussion of the proposed university and Placer Ranch projects, and instructed staff to study various scenarios and potential locations for these proposals. The staff was also instructed to bring forward a proposal for a new community plan to be prepared for the area south of Pleasant Grove Creek and west of the City of Roseville. In a memorandum prepared by

the County Planning Department on October 22, 2003, following the County workshop, Fred Yeager, the County Planning Director noted the following direction from the Board of Supervisors: "The staff may come back to the Board in the next several months for additional review and direction as the proposed university projects are further defined, as the alternative locations for the support uses, especially the residential component is relocated and as the necessary acreage of resource/habitat areas becomes more definite."

Given the very early stages of planning for these proposals, the Final EIR has considered the potential impacts of these projects to the extent reasonable and practical. It should be noted that these projects do not fall within the category of "probable future projects" under CEQA. At the time the notice of preparation for this EIR was released, no application had been filed for either project, nor was either project included in an adopted capital improvement program, general plan, regional transportation plan, or other similar plan. The standard for consideration of probable future projects is one of reasonableness. The Final EIR meets that standard with respect to the analysis of the potential cumulative impacts of the proposed De La Salle/AKT University project and the potential future Placer Ranch project. As these projects take shape and become more focused and specific as to land use and design, and as the County completes its Community Plan identified in the County Planning Department Memorandum dated October 22, 2003 suggested as a result of the County workshop on October 20, 2003, there will be much more detailed and comprehensive environmental review of the De la Salle/AKT University and Placer Ranch proposals.

Response to Comment 102

Phase 1 of the Placer Vineyards project, which is expected to be completed by the year 2020, was assumed in the project-level analysis. Levels of development beyond the 2020 horizon year were evaluated in the cumulative analysis section of the Final EIR, which considered build out of the entire Placer Vineyards project.

Response to Comment 103

With respect to the alternatives analysis, Section 15126.6(a) of the CEQA Guidelines states that "An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project, would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives." The alternatives analysis does not evaluate cumulative impacts; instead, it is provided to compare the significant environmental effects of alternatives to the significant environmental effects of the proposed project. Pursuant to Section 15126.6(d) of the CEQA Guidelines, "If an alternative would cause one or more significant effects in addition to those that would be caused by the project as proposed, the

significant effects of the alternative shall be discussed, but in less detail than the significant effects of the project as proposed." Therefore, the approach to the alternatives analysis was appropriate and the conclusions remain valid.

There is no validity to the commenter's assumption that Alternative 5 would necessarily mean that either the Placer Vineyards Project would never be developed or that the project site would remain undeveloped. Thus, no reduction in cumulative impacts can be assumed.

Response to Comment 104

Section 5.2 identifies growth inducement from the project as significant and unavoidable. Further, Section 5.4 (Growth-Inducing Impacts) of the Final EIR discloses the growth-inducing potential of the proposed project. For example, page 5-6 of the Final EIR states that, "In combination with the infrastructure systems that may be constructed in association with other projects, the infrastructure and utility systems that would be constructed as part of the WRSP would introduce major new infrastructure capacity to an area currently not served by urban systems and could eliminate some of the obstacles to growth that currently occur in the western Placer County region. However, while the infrastructure within the WRSP is sized to serve the entire SOI Amendment Area, which includes the WRSP Area and the Remainder Area, it is not designed with capacity to serve additional development outside of the City or the SOI Amendment Area." Page 5-6 of the Final EIR also states that, "The proposed Placer Parkway project, currently being considered and evaluated by the Placer County Transportation Agency, would bring a major new transportation corridor into the area, and would connect the WRSP area to the regional road system to the west, including State Routes 99/70 and the Sacramento International Airport."

Growth-inducing impacts are also disclosed on pages 5-6 and 5-8 of the Final EIR, as follows "The western growth pattern could be further reinforced by other jurisdictions in the region. South of Baseline Road, Placer County has previously approved development in the Dry Creek-West Placer area and is currently considering the Placer Vineyards proposal that would extend development south of Baseline Road and west of Walt Avenue as far as the Sutter County line. Farther west, in Sutter County, the South Sutter Specific Plan calls for substantial urbanization within the Sutter County portion of the Natomas Basin. University communities have recently been proposed immediately west (De La Salle University) and north (Placer Ranch) of the SOI Amendment Area. In combination with the past and possible future actions of Placer County and Sutter County, approval of the proposed WRSP by the City of Roseville would remove Fiddymont Road as the long-standing regulatory boundary of development north of Baseline Road and could stimulate future growth in the west Placer County region."

Lastly, pages 5-11 to 5-12 of the Final EIR conclude that “The growth induced directly and indirectly by the WRSP would contribute to a number of environmental impacts in the City, as well as the greater Sacramento/Placer County area, including: traffic congestion; air quality deterioration; loss of agricultural land and open space; loss of habitat and wildlife; impacts on utilities and services, such as fire and police protection, water, recycled water, wastewater, solid waste, energy, and natural gas; and increased demand for housing.”

The Final EIR adequately and conservatively discloses direct and indirect growth-inducing impacts; however, the project, by itself, will not lead to the complete urbanization of western Placer County south of Pleasant Grove Creek to the Sutter County border and north to Sunset Boulevard. The October 9, 2003, memorandum referenced in this comment is included as Attachment 7 to Comment Letter 29 of this Final EIR.

Response to Comment 105

Section 11.3 of the Specific Plan describes the variety of financing mechanisms that will be utilized to fund the construction of public improvements. These include City Impact fees that fund construction of parks, drainage facilities, sewer and water infrastructure, transportation improvements, and other public facilities (i.e., first stations), and School Impact fees that fund the construction of the elementary schools, middle school, and high school. Other financing mechanisms include the formation of a Community Facilities District to assist in funding backbone infrastructure and facilities within the WRSP and developer financing. Other financing mechanisms may also be utilized, such as the creation of private districts or associations to fund maintenance of certain facilities within the WRSP. Specific financing requirements, improvement obligations, fees, reimbursements, land and easement dedications and conveyances, maintenance, and other financing and improvement related obligations are detailed in the Development Agreements, which are part of the entitlement request described in Section 2 (Project Description) of the Final EIR. If approved, these Agreements will form binding contracts between the City and the Landowners to ensure implementation of the terms and conditions outlined therein. The terms of the Agreements would be 20 years.

Response to Comment 106

Refer to Responses to Comment Letters 14 and 16, which were submitted by the Sierra Foothills Audubon Society to request an extension of the public review period, and Responses to Comment Letter 15, which was submitted by the Sierra Club to request an extension of the public review period. While the request for an extension was denied, the request was not ignored. In fact, as described in Responses to Comment Letters 14, 15, and 16, the City promptly responded with written correspondence explaining

why the extension could not be granted. Moreover, the breadth and complexity of the comments submitted by this commenter and others indicate that there was sufficient time to review the Draft EIR.

Response to Comment 107

The commenter summarizes several issues previously raised in this comment letters. Refer to Responses to Comments 20-3 through 20-12 for a discussion of the project's consistency with the Guiding Principles. Refer to Responses to Comments 20-14 and 20-15 for a discussion of the Cortese-Knox-Hertzberg Act, specifically as it relates to loss of Prime Farmland and local growth. Refer to Responses to Comments 20-18 through 20-22 for a discussion of water supplies available to the proposed project. Refer to Responses to Comments 20-69 through 20-74 for a discussion of the project's consistency with the City/USFWS MOU. Refer also to Responses to Comment 20-104 for a discussion of growth-inducing impacts.

Response to Comment 108

Refer to Topical Response C (Adequacy of Draft EIR) for a discussion of conditions that warrant recirculation of a Draft EIR, none of which apply to the Draft EIR for the West Roseville Specific Plan and Sphere of Influence Amendment Project. With respect to the points raised that, in the opinion of the commenter, would necessitate recirculation, the following responses are provided:

- As reflected in Section 2.4.5 (Remainder Area Assumptions) of the Final EIR, "Because no application for development of the Remainder Area has been received, the exact use, intensity, or nature of development of the Remainder Area is not certain at this time. Nonetheless, inclusion within the City's Sphere of Influence would indicate that some type and level of development similar to that proposed for the WRSP Area could occur within the Remainder Area in the future. In analyzing the effects of amending the City's Sphere of Influence, the EIR must reasonably account for the development that could occur, recognizing that no entitlements will be granted at this time, so future development could differ somewhat from the EIR assumptions." Further, as reflected in the Preface to the Final EIR, "Because no specific development plan is proposed for the Remainder Area at this time, the environmental analysis of the Remainder Area is provided at a programmatic level. Prior to City approvals that would allow development in the Remainder Area, annexation, preparation of a specific plan, and additional environmental review would be required..."
- Section 7 (Biological Resources) of the Final EIR was based on a variety of professionally prepared documents and studies listed in Section 4.7.1 (Introduction). Because the commenter does not provide specific information as to what data or sources were inadequate or inaccurate, no further response can be provided.
- Section 1.4.b of the MOU between the City of Roseville and the USFWS, which addresses biological issues associated with construction of the Pleasant Grove Wastewater Treatment Plant, indicates that the parties must "...work cooperatively to develop a long-term Habitat Conservation Plan ("HCP") or its equivalent..." Refer also to Topical Response F (City/USFWS

MOU Compliance and Placer Legacy Coordination) for a discussion of the City's consistency with the City/USFWS MOU.

- Refer to Responses to Comments 20-80 through 20-88 for a discussion of the air quality issues raised by the commenter.
- Refer to Responses to Comments 20-89 through 20-99 for a discussion of the transportation and circulation issues raised by the commenter.
- Section 5.5.2 (Development Considered in Cumulative Impact Analysis) of the Final EIR indicates that both the Placer Ranch and De La Salle University projects are considered in the cumulative impact analysis. With respect to Placer Vineyards, according to an October 9, 2003, Memorandum from the County of Placer Planning Department to the County of Placer Board of Supervisors, the Placer Vineyards project includes a total of 14,132 dwelling units, of which 7,632 units would be provided in Phase I. These figures are precisely the same as reflected in the Final EIR for the proposed project. With respect to nonresidential uses, the Final EIR reflects approximately 6.5 million square feet of retail, office, and industrial uses, of which 3.6 million square feet would be provided in the Phase I. The Placer County Memorandum indicates approximately 6.7 million square feet of non-residential uses, of which 3.9 million square feet would be provided in Phase I. While these figures differ somewhat, they are the result of ongoing planning efforts associated with this project, which has yet to have a Final EIR circulated for public review or to be considered for project approval. Further, the difference is less than one percent when considering all projects that were considered in the cumulative analysis. Therefore, any changes to the Placer Vineyards project are not considered significant new information and, further, they would not result in a change to any cumulative impact conclusions.
- The commenter references Alternative 5, which is an alternative to the proposed project. As required by CEQA, the Final EIR describes a range of reasonable alternatives to the project, or to the location of the project, which would avoid or substantially lessen any of the significant effects of the project while feasibly attaining most the basic objectives. As also required by CEQA, the Final EIR discusses cumulative impacts, which consist of the impacts associated with the proposed project in combination with other projects causing related impacts. Because there is a considerable difference under CEQA in the discussion of cumulative impacts as opposed to impacts resulting from construction and/or operation of a project alternative, the comment is unclear and no further response can be provided.
- An alternative that considers infill, redevelopment, rezoning, and/or development of non-contiguous parcels within the City is not considered feasible because it does not meet a number of the project's basic objectives. As reflected in Section 2.3 (Project Objectives) of the Final EIR, the project envisions the creation of an comprehensively planned, residential based community balanced by providing a mix of employment, commercial, business professional, service, recreation, open space, and public uses. An objective of the project is to provide a logical and orderly extension of the City of Roseville, compatible with surrounding land uses. Another project objective is to shape the physical form and character of development in a manner that is functional and creates a sense of place. The development of noncontiguous parcels within the City would not

achieve any of the basic project objectives. In addition, the proposed alternative would also not be feasible because (1) the proposed land uses could not be provided within the City's existing limits, based on existing plans or regulatory restrictions; (2) existing parcels aren't uniformly suitable for the proposed land uses; and (3) the landowners cannot reasonably acquire, control, or otherwise have access to all of the needed sites. Refer to Responses to Comments 20-13 and 20-100 for further information regarding the feasibility of an infill alternative.

- Refer to Response to Comment 20-5 and 20-105 for a discussion of financing arrangements that would ensure implementation of mitigation measures and/or public infrastructure and services.
- Refer to Topical Response B (Adequacy of Public Review Period) and Topical Response C (Adequacy of Draft) for a discussion of why the public has had a thorough opportunity to review the Draft EIR.

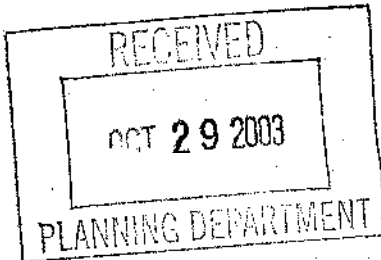


FRIENDS OF THE RIVER

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CALIFORNIA'S
STATEWIDE RIVER
CONSERVATION
ORGANIZATION

October 28, 2003



Ronald M. Stork
Friends of the River
915 20th Street
Sacramento, CA 95814

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

Comments on West Roseville Specific Plan EIR

Dear Ms. Pease,

Friends of the River notes with appreciation Roseville's commitment to complying with the Water Forum Agreement, as well as its planning commitment to not approve urbanization plans that would have a negative effect on area groundwater supplies. We also appreciate the time that City staff has taken to discuss the water supply components of the plan with Friends of the River and other members of the Water Forum. These discussions have helped to clarify issues of both agreement and concerns, and should continue in the hope that some or all of these issues can be resolved.

21-1

One of the issues that we wish to highlight is the implications of the San Juan Suburban Water District transfer for use by the City of Roseville in the West Roseville Specific Plan area. The Water Forum Agreement provided a consensus framework for use of water sources and facilities by San Juan Suburban for use *within* San Juan Suburban Water District's retail and wholesale service areas. These areas do not appear to include the West Roseville Specific Plan area.

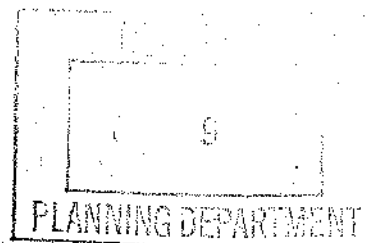
21-2

Transfers of water made available by the success of San Juan's water conservation programs were not contemplated by the Agreement to be made available to entities that rely on points of diversion upstream of the Sacramento River and are experiencing higher than expected demand. While there are entities that the Agreement contemplates would have water available to serve this area of Roseville, San Juan Suburban does not appear to be one of them.

21-3

Sincerely,

Ronald Stork



**■ Response to Comment Letter 21
Friends of the River (Ronald Stork) (October 28, 2003)**

Response to Comment 1

This comment contains general information and is not a comment on an environmental issue. Therefore, no further response is required.

Response to Comment 2

Refer to Topical Response G (Water Supply, Section II) and Appendix Z for a discussion of the reallocation of San Juan Water and compliance with the Water Form Agreement. In addition, the WRSP is not within the SJWD retail or wholesale services areas.

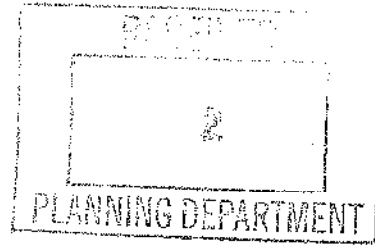
Response to Comment 3

The commenter states that SJWD was not contemplated in the Water Forum Agreement to serve Roseville from their water supplies. However, SJWD currently serves portions of Roseville and has since 1977. Further the WFA does not specifically prohibit SJWD from providing supplies to Roseville. Refer to Topical Response G (Water Supply, Section II.c) and Appendix Z for a discussion of the reallocation of San Juan Water and compliance with the Water Form Agreement.

Sun City Roseville Community Association, Inc.

October 20, 2003

City of Roseville
Transportation Commission
Attn: Robert Jensen, Public Works Director
311 Vernon Street
Roseville, CA. 95678



Dear Mr. Jensen:

RE: West Roseville Specific Plan

The Sun City Roseville Community Association is a community consisting of 3110 single family homes with approximately 5400 residents. The community is represented by a seven member resident volunteer Board of Directors. Our community and the Board of Directors is very interested in the upcoming public hearings regarding the West Roseville Specific Plan.

22-1

Based upon our understanding of this development, the Board of Directors has three immediate transportation/traffic concerns that we wish to be addressed. They include the following:

1. With the resulting general increase in traffic both during and after development, are there any plans for the intersection of Pleasant Grove Boulevard and Rose Creek Road. More specifically, as Rose Creek is a fairly heavily traveled street within our development, will there be a traffic light installed at this location?
2. We are concerned that Del Webb Boulevard between Fiddymment Road and Blue Oaks Boulevard will become a shortcut for non-Sun City travelers. What plans are there to mitigate this negative traffic pattern?
3. With development on the west side of Fiddymment Road, there will be a need for residents to drive golf carts between the two developments. Is there a golf cart crossing planned across Fiddymment Road at Del Webb Boulevard?

22-2

22-3

22-4

On behalf of the Sun City Roseville Community Association, we would appreciate the Transportation Commission addressing these traffic concerns. If you have any questions please let us know.

22-5

Sincerely,

Jim Viele
President
Sun City Roseville Community Association

Doris Katoff
Vice President
Sun City Roseville Community Association

C: Board of Directors
William Petchauer, Executive Director
Nella Luken, City of Roseville, Senior Planner

**■ Response to Comment Letter 22
Sun City Roseville Community Association, Inc. (October 20, 2003)**

Response to Comment 1

This comment contains general information and is not a comment on an environmental issue. Therefore, no further response is required.

Response to Comment 2

Currently, there are no plans to construct a traffic signal at the intersection of Pleasant Grove Boulevard and Rose Creek Road. However, Pleasant Grove Boulevard will be widened to four lanes under the proposed project. Other options for reducing traffic at this intersection include, but are not limited to, prohibiting left turns in or out of Rose Creek Road via construction of a raised median on Pleasant Grove Boulevard. No traffic signal is proposed for Rose Creek Drive.

Response to Comment 3

Village Green Boulevard, which is an extension of Del Webb Boulevard, is not designed as a through street and will dead end at the Village Center. As such, it is unlikely that Del Webb Boulevard will be used as a shortcut for through traffic as it is a longer, more circuitous route. The Final EIR evaluated future traffic volumes on Del Webb Boulevard with and without the proposed project, and the results indicated that the volumes were about the same.

Response to Comment 4

There are no plans to install a golf cart crossing on Fiddymont Road at Del Webb Boulevard at this time. This is due to safety concerns associated with high speeds on Fiddymont Road, as well as unfamiliarity of motorists from outside of the community to golf cart crossings.

Response to Comment 5

This comment contains general information and is not a comment on an environmental issue. Therefore, no further response is required.



RECEIVED

City of Roseville
 Planning Department
 Attn: Kathy Pease
 311 Vernon Street
 Roseville, Ca 95678
 (916 774-5276)

October 29, 2003 OCT 29 2003

PLANNING DEPARTMENT

Subject: Environmental Impact Report for the West Roseville Specific Plan and Sphere of Influence Amendment.

In the early 1990's, a group of El Dorado County residents was concerned about the decline in the level of services, the quality of growth that was occurring and the tax consequences to existing residents. Their goal was to form a group to comment on the development of the new General Plan. El Dorado County Taxpayers for Quality Growth/ EDCTQG was created. Since that time the group has commented on various development projects and at times assisted various individuals or groups of neighbors in reviewing or commenting on projects.

23-1

From time to time, various individuals in Placer County have requested information and assistance. The time has come to form their own group. EDCTQG is supporting a new Separate group for Roseville/Placer County to use the Quality Growth portion of the name and to use the logo.

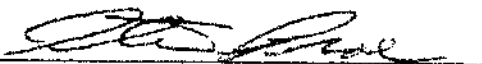
23-2

The new group will be known as Roseville/ Placer County Taxpayers for Quality Growth.

EDCTQG was requested to review the WRSP late in the process. As a result the comments will have limited focus on impacts of regional concern. What happens in one jurisdiction can impact the whole region. The following comments are being made on behalf of: PLACER COUNTY TAXPAYERS FOR QUALITY GROWTH.

23-3

Respectfully Submitted for
 Placer County Taxpayers
 QUALITY GROWTH


 Steven Proe (530 823-1662)

TRANSPORTATION AND CIRCULATION

STATE HIGHWAYS & ROADWAYS

The Specific Plan acknowledges "Significant" Impacts from the SOI, WRSP, and the Remainder Area. No Mitigation Measures are provided noting they are Significant and Unavoidable. Isn't the project required to mitigate impacts? Doesn't this approach ultimately put the total tax burden on existing residents as well as new development?

23-4

RECOMMENDED MITIGATION: Develop and Implement a State Highway Impact Fee program.

Since portions of Hwy 80 & Hwy 65 in the Roseville area are the most congested, suggest through possibly a JPA approach, Roseville take the lead for multi-jurisdictions (Lincoln, Rocklin, and Loomis) to work toward a regional solution.

23-5

Example and Suggestion: Attachment 1 (10 pgs) is a copy of the El Dorado County Resolution and a Revision for a State Highway Impact Fee. Although some help and relief is pending with improvements to portions of I-80 and the Douglas interchange, any additional increments to Hwy 80 (and Hwy 65) need to be mitigated.

Doesn't having an existing State Hwy Impact Fee in place, not only mitigate the impacts of new development, couldn't it also get a higher preference in the allotment of funds from SACOG such as El Dorado County did for the car pool lanes from El Dorado Hills Blvd to Sunrise?

23-6

If this mitigation fee approach is not feasible, please explain why.

OTHER JURDISDICATIONS

Pg 4.3-83 (MM 4.3-3(a-c) & Others: Mitigation is identified for various other jurisdictions; such as for Walerga Road and Watt Avenue, and various Intersections, etc. However, the EIR notes the City of Rocklin, the Counties of Placer, Sutter and Sacramento can implement these various mitigation measures, but may choose not to. How do these type of comments mitigate the impacts of this project? Doesn't these comments make the mitigation meaningless? How is this project, the growth inducing and cumulative impacts addressed in a coordinated regional approach to planning?

23-7

23-8

The EIR acknowledges improvements addressed in documents such as the adopted South Sutter County Specific Plan and projects from Sacramento County in the Metropolitan Transportation Plan (MTP), but what Funding sources and mechanisms are in place to insure they occur? What planning approach/controls are in place to coordinate the various projects so they are mitigated?

23-9

Shouldn't major projects that impact the state highways or other jurisdictions be limited until the source of funding and the mechanisms are in place to accommodate reasonable regional growth? At a minimum, shouldn't a concurrency aspect be in place to assure that all of the needed infrastructure will be available? Shouldn't this information be included in the plan so the public can make meaningful comments? Without this information, how can the Project be considered mitigated?

23-10

PLACER PARKWAY

Figure 2-16 Conceptual Circulation Plan for SOI Amendment Area - EIR discussion. Only "One" Placer Parkway Conceptual Alignment is shown. Why doesn't EIR disclose to the public there is a potential of three conceptual alignments; one of which could go directly through the WRSP?

23-11

Doesn't only showing one conceptual alignment limit the available options and cause the WRSP to predetermine the route/alignment? Doesn't this approach put Federal Funding at risk?

23-12

Attachment 2 is a 2 page info sheet on the Placer Parkway Corridor Preservation dated June 2003. A key objective of the Placer Parkway project is to preserve enough land for central, eastern, and western segments of the corridor. Couldn't portions of at least one or more of the segments go through portions of the WRSP, SOI or Remainder Area? How can the public comment on these alignments and their impacts to this project if they are not presented in this EIR? How will the EIR project site area preserve this needed corridor?

23-13

Since the Development Agreement is not available for review with this EIR, will this development be required to contribute to a Placer Parkway Fund? Will this be covered in the DA?

23-14

Since the WRSP and SOI require annexation, why isn't project being delayed until the preferred alignment is selected? What requires a jurisdiction to process an annexation before good infrastructure planning takes place? At a minimum, shouldn't the transportation capacity to serve the existing as well as new development be address first? Please explain.

23-15

At a recent Placer Parkway workshop it was stated; "If the central alignment, which goes through the center of the WRSP is chosen, properties would have to purchased back." Isn't this approach putting the tax burden on existing residents?

23-16

At the same workshop, it was stated early indications are the conceptual central alignment could do more environmental damage and the northern conceptual alignment might be less damaging. Isn't the central alignment going through the center of this EIR's project site? What are those environmental impacts in the EIR project site? Why would it be "ok" to put houses/development in the potential central corridor alignment - but not the corridor?

23-17

Attachment 3 is a newspaper article stating: "Placer Parkway, a proposed route linking Hwy 65 to Hwy 99-70 in Sutter County, "must" be studied concurrently with the planning for new development in west Placer." Why isn't this being done?

23-18

GENERAL COMMENTS

Shouldn't the development agreement be provided for review with the EIR?

23-19

Aren't the project's claims to mitigate the impacts based on other projects that may or may not happen? And, in fact several lack funding? Wouldn't this approach make the proposed mitigation flawed?

23-20

As one example, please clarify, wasn't the traffic analysis assumption based on additional mitigation of road/lane improvements (say to Watt Ave) and then how with or without the EIR project site that impacts Watt Ave? Therefore, Didn't the analysis ignore how Roseville streets or the State Hwy might be impacted if those road improvements were not made to Watt Ave making them more congested? Couldn't

23-21

traffic patterns change? Wouldn't the LOS decline on City street and Highways? Isn't the same true for Baseline Road? Please analyze this.

↑
23-21

Doesn't CEAQ require that there be an enforceable mitigation with an implementation plan and the details available for review?

23-22

CONCLUSION

If something was over-looked on our part which prompted a question, Please accept our apologies.

23-23

Why is this project being considered for approval and annexation prior to a State Hwy Mitigation Fee being implemented and the Placer Parkway preferred alignment chosen?

23-24

Thank you for your review of these impacts.

23-25

3 Attachments

See R 166-99

Comment Letter 23

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See R-67-97

4/15/97

See R 31-98

2/24/98

RESOLUTION NO. 202-96

OF THE BOARD OF SUPERVISORS OF THE COUNTY OF EL DORADO

RESOLUTION SETTING A TRANSPORTATION IMPACT FEE

FOR THE STATE SYSTEM'S CAPACITY & INTERCHANGES

WHEREAS, the Board of Supervisors has recognized a need to improve major thoroughfares in the West Slope area of the County, being that portion of the County located west of the Sierra Divide between the Tahoe Basin and the Sacramento Valley watersheds; and

WHEREAS, pursuant to Government Code Section 66484, the County has prepared the West Slope Traffic Model and the Traffic Circulation Study which included select link analyses; and

WHEREAS, said studies analyzed the impacts of contemplated future development on existing State public facilities in the West Slope area, along with an analysis of the need for new public facilities and improvements required by the new development, the needed facilities; and the estimated costs of those improvements; and

WHEREAS, in accordance with General Plan Goal 3.2, it is the Board's aim to provide a regional highway system which supports land use policies of the County and Cities; and

WHEREAS, the Board recognizes the impact of new development in the County on the existing state infrastructure; and

WHEREAS, in accordance with General Plan Objective 3.3.1, it is the Board's aim to improve interchanges along U.S. Highway 50 and the roadway system in the central urban corridor extending from the Sacramento/El Dorado County Line to Camino; and

WHEREAS, in accordance with General Plan Objective 3.3.2, it is the Board's aim to minimize traffic impacts on the State highway system and that development projects directly or cumulatively affecting State highways shall mitigate impacts; and

WHEREAS, El Dorado County recognizes that a substantial portion of the impacts to the State highway system is due to external influences and are not within the control of the County; and

See...

Comment Letter 23

RESOLUTION NO. 202-96

WHEREAS, U.S. Highway 50 is a major thoroughfare to the Lake Tahoe Basin and the State of Nevada, with a substantial number of trips being generated by the Bay Area and Metropolitan Sacramento residents; and

WHEREAS, El Dorado County also realizes that major funding limitations exist within the State system; and

WHEREAS, in accordance with General Plan Policy 3.3.2.1, it is the policy of the County to recognize the State highway system within the County as a part of the County's Regional Highway System (RHS) and that there is a long-term commitment to providing a safe and efficient highway system; and

WHEREAS, it is the County's further policy to encourage the partnership between El Dorado County, the State, and the neighboring jurisdictions to solve the State highway problems and funding limitations and to commit local monies, when available, in the partial funding of critical State highway improvements; and

WHEREAS, as part of this commitment, the County is pursuing the use of development fees from private development as a funding source; and

WHEREAS, the purpose of this fee is to finance State highway capacity and interchange improvements to reduce the impact of traffic congestion caused by new development within the area; and

WHEREAS, the traffic fees collected pursuant to this resolution shall be used to finance only the public facilities described or identified in Exhibit 1 attached; and

WHEREAS, after considering the study and analysis referenced above, and the testimony received at this public hearing, the Board approves said studies, and incorporates such herein and further finds that new development in the West Slope area will generate additional traffic within the impacted area as described, and will contribute to the degradation of traffic circulation on the RHS in the area; and

WHEREAS, the facts and evidence presented establish that there is a reasonable relationship between the need for the described public facilities and the impacts of the types of development described, for which the corresponding fee is charged, and also there is a reasonable relationship between the fee's use and the type of development for which the fee is charged, and;

WHEREAS, at the public hearing the fee structure was studied and reviewed; and

WHEREAS, the Board has determined to adopt the fee structure as presented during

Att. 1 - 2

Comment Letter 23

RESOLUTION NO. 202-96

the public hearing;

NOW, THEREFORE, BE IT RESOLVED:

- A. The Board hereby adopts the State highway capacity and Interchange traffic impact mitigation (State TIM) fees as follows. The proposed fees are calculated based on each area's relative share of trips generated in the county:

EL DORADO HILLS/SALMON FALLS AREA

<u>Project</u>	<u>State TIM fee</u>
Single Family Residential (/Dwelling Unit)	\$1,570/DU
Multi-Family Residential (/DU)	\$1,103/DU
High-trip Commercial (/Square Foot)	\$4.16/SF
General Commercial (/SF)	\$1.97/SF
Office (/SF)	\$1.97/SF
Industrial (/SF)	\$0.47/SF
Warehouse (/SF)	\$0.24/SF
Gas Station (/Pump)	\$1,738/pump
Golf Course (/Hole)	\$1,613/hole
Campground (/Campsite)	\$552/site

REGIONAL ANALYSIS ZONE #1

<u>Project</u>	<u>State TIM fee</u>
Single Family Residential (/Dwelling Unit)	\$2,724/DU
Multi-Family Residential (/DU)	\$1,907/DU
High-trip Commercial (/Square Foot)	\$7.48/SF
General Commercial (/SF)	\$3.54/SF
Office (/SF)	\$3.54/SF
Industrial (/SF)	\$0.85/SF
Warehouse (/SF)	\$0.43/SF
Gas Station (/Pump)	\$3,015/pump
Golf Course (/Hole)	\$2,899/hole
Campground (/Campsite)	\$954/site

REGIONAL ANALYSIS ZONES #2 THROUGH #5

<u>Project</u>	<u>State TIM fee</u>
Single Family Residential (/Dwelling Unit)	\$2,016/DU
Multi-Family Residential (/DU)	\$1,411/DU

At-L. 1 2

Comment Letter 23

RESOLUTION NO. 202-96

High-trip Commercial (/Square Foot)	\$5.41/SF
General Commercial (/SF)	\$2.56/SF
Office (/SF)	\$2.56/SF
Industrial (/SF)	\$0.62/SF
Warehouse (/SF)	\$0.31/SF
Gas Station (/Pump)	\$2,426/pump
Golf Course (/Hole)	\$2,096/hole
Campground (/Campsite)	\$706/site

Notes:

1. The State TIM fee is to be paid in addition to either the applicable County TIM fee or the El Dorado Hills/Salmon Falls area road impact fee (RIF).
2. All State TIM fees for residential projects shall be paid at the building permit stage.
3. No fee shall be required for remodeling of existing residential units pursuant to County Code Chapter 12.32.030.B. However, the fee may be due to bring a residential unit up to the applicable building code specifications if the unit was initially built without the approval of and inspection by the building department.
4. The fees other than residential shall be based on the projected use of structures, as determined by plans submitted for building permits, and paid prior to the issuance of a building permit. Pursuant to the terms of Board of Supervisors Policy B-3 for fee deferral, some projects may be eligible to defer payment of the fee until issuance of the certificate of occupancy, or may elect to pay a portion of the fee over a five year period.
5. Mobile homes on permanent foundations shall be subject to the multi-family fee.
6. Second dwellings as defined under County Code Chapter 17.15.020 shall be subject to the multi-family fee.
 - B. The improvements to be constructed are those improvements set forth in Exhibit 1.
 - C. The fees set forth in the item "A" above will be adjusted annually on March 1st of each year by an increase or decrease in the Engineering News Record Construction Cost Index.
 - D. In 1998, and each five years following 1998, the El Dorado County D.O.T. shall review the estimated cost of the capital improvements described in exhibit 1, the continued need for those improvements and the reasonable relationship

At 11 - 4

Comment Letter 23

RESOLUTION NO. 202-96

between such need and the impacts of the various types of development pending or anticipated and for which the fee is charged. The County D.O.T. shall report its findings to the Board of Supervisors at a noticed public hearing and recommend any adjustment to the fee or other action as may be needed.

- 7. Gas pump (defined) is a fuel delivery device containing two to three (2-3) hoses (per customer service location), which may or may not be located on an island or other raised platform.

PASSED AND ADOPTED by the Board of Supervisors of the County of El Dorado at a regular meeting of said Board, held on the 20TH day of AUGUST, 19 96, by the following vote of said Board:

Ayes: SUPERVISORS: J. MARK NIELSEN, WALTER L. SHULTZ, JOHN E. UPTON

ATTEST

DIXIE L. FOOTE

Clerk of the Board of Supervisors

By Margaret E. Moody
Deputy Clerk

Noes: SUPERVISORS: BRADLEY & NUTTING

Absent: NONE

Raymond S. Nutting
Chairman, Board of Supervisors

I CERTIFY THAT: THE FOREGOING INSTRUMENT IS A CORRECT COPY OF THE ORIGINAL ON FILE IN THIS OFFICE.

DATE _____

ATTEST: DIXIE L. FOOTE, Clerk of the Board of Supervisors of the County of El Dorado, State of California.

By _____
Deputy Clerk

At 1-5

Comment Letter 23

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		Fax #	



RESOLUTION NO. 038-2003
OF THE BOARD OF SUPERVISORS OF THE COUNTY OF EL DORADO

RESOLUTION AMENDING THE TRAFFIC IMPACT FEES FOR THE STATE SYSTEM'S CAPACITY AND INTERCHANGES

WHEREAS, the Board of Supervisors has recognized a need to improve major thoroughfares in the West Slope area of the County; and

WHEREAS, on August 20, 1996, the Board of Supervisors adopted Resolution 202-96 which established a Transportation Impact Fee for the State System's Capacity and Interchanges in the County's West Slope area for the State roadway system, and said fees were implemented in October 1996; and

WHEREAS, the Board of Supervisors on February 24, 1998 adopted Resolution No. 31-98 amending the Transportation Impact Fee for the State System's Capacity and Interchanges for the increase in the Engineering News Record Construction Cost Index; and

WHEREAS, Resolution No. 31-98 provided that said fees shall be adjusted annually on March 1st of each year by an increase or decrease in the Engineering News Record Construction Cost Index; and

WHEREAS, the Board of Supervisors on March 19, 2002 adopted Resolution No. 077-2002 amending the Transportation Impact Fee for the State System's Capacity and Interchanges for the increase in the Engineering News Record Construction Cost Index; and

WHEREAS, the Board of Supervisors on October 1, 2002 adopted Resolution No. 247-2002 setting an Interim Transportation Impact Fee for Highway 50 Corridor Improvements, thereby amending the Transportation Impact Fee for the State System's Capacity and Interchanges.

WHEREAS, the Engineering News Record Construction Cost Index has increased by 2.7% over the last twelve month period; and

WHEREAS, a public hearing has been held to adjust the Transportation Impact Fee for the State System's Capacity and Interchanges pursuant to the Engineering News Record Construction Cost Index; and

WHEREAS, at the public hearing the adjustment to the Transportation Impact Fee for the State System's Capacity and Interchanges was studied and reviewed; and

Atch 1-6

Comment Letter 23

RESOLUTION NO. 038-2003

2003 Resolution Amending State TIM Fees

Page 2 of 5

WHEREAS, the Board has determined to adopt the amended Transportation Impact Fee for the State System's Capacity and Interchanges as presented during the public hearing, which shall go into effect sixty days from date of adoption.

NOW THEREFORE, BE IT RESOLVED:

- A. The Board of Supervisors hereby adopts the amended fees within the areas of benefit as follows:

Category	Current Fee	Proposed Fee
Single-family Residential	\$1,632	\$1,676
Multi-family Residential	\$1,146	\$1,177
High-Trip Commercial (per sq. foot)	\$4.33	\$4.45
General Commercial (per square foot)	\$2.04	\$2.10
Office (per square foot)	\$2.04	\$2.10
Industrial (per square foot)	\$0.48	\$0.49
Warehouse (per square foot)	\$0.25	\$0.26
Church (per square foot)	\$0.25	\$0.26
Gas Station (per pump)	\$1,807	\$1,856
Golf Course (per hole)	\$1,677	\$1,722
Campground (per campsite)	\$574	\$589
Bed and Breakfast (per rented room)	\$288	\$296

Atch 1-7

2003 Resolution Amending State TIM Fees
Page 3 of 5

RESOLUTION NO. 038-2003

SUBJECT	EXISTING STATE TIM FEE	ADJUSTED FEE
Single-family Residential	\$2,832	\$2,908
Multi-family Residential	\$1,983	\$2,037
High-Trip Commercial (per sq. foot)	\$7.77	\$7.98
General Commercial (per square foot)	\$3.68	\$3.78
Office (per square foot)	\$3.68	\$3.78
Industrial (per square foot)	\$0.89	\$0.91
Warehouse (per square foot)	\$0.44	\$0.45
Church (per square foot)	\$0.44	\$0.45
Gas Station (per pump)	\$3,154	\$3,219
Golf Course (per hole)	\$3,014	\$3,095
Campground (per campsite)	\$993	\$1,020
Bed and Breakfast (per rented room)	\$498	\$511

Atch 1-8

RESOLUTION NO. 038-2003

2003 Resolution Amending State TIM Fees
Page 4 of 5

PROJECT	2003	2003
Single-family Residential	\$2,095	\$2,152
Multi-family Residential	\$1,467	\$1,507
High-Trip Commercial (per sq. foot)	\$5.63	\$5.78
General Commercial (per square foot)	\$2.66	\$2.73
Office (per square foot)	\$2.66	\$2.73
Industrial (per square foot)	\$0.65	\$0.67
Warehouse (per square foot)	\$0.32	\$0.33
Church (per square foot)	\$0.32	\$0.33
Gas Station (per pump)	\$2,522	\$2,590
Golf Course (per hole)	\$2,179	\$2,238
Campground (per campsite)	\$734	\$754
Bed and Breakfast (per rented room)	\$369	\$379

Notes:

1. All State TIM fees shall be paid in addition to either the applicable County TIM fee or the El Dorado Hills/Salmon Falls area road impact fee.
2. All State TIM fees for residential projects shall be paid prior to the issuance of a building permit for a new dwelling unit.
3. No fee shall be required for remodeling of existing residential units pursuant to County Code Chapter 12.32.030. B. However, the fee may be required when issuing a building permit to bring a residential unit up to the applicable building code specifications if the unit was initially built without a building permit.
4. The fees for non-residential projects shall be based on the projected use of structures, as determined by plans submitted for building permits, and paid prior to the issuance of a building permit.

Atch 1-9

Comment Letter 23

RESOLUTION NO. 038-2003

2003 Resolution Amending State TIM Fees

Page 5 of 5

- 5. Pursuant to the terms of Board of Supervisors Policy B-3 for fee deferral, some non-residential projects may be eligible to defer payment of the fee until issuance of the certificate of occupancy, or may elect to pay a portion of the fee over a five-year period.
 - 6. Mobile homes on permanent foundations shall be subject to the single-family residential fee.
 - 7. A second dwelling, as defined under County Code Chapter 17.15.020 shall be subject to the multi-family fee.
 - 8. Gas pump is defined as a customer service location with a fuel delivery device containing fuel dispensing hose(s), which may or may not be located on an island or other raised platform.
- B. An applicant may receive a full or partial waiver of the State TIM fee, or may receive credits against future fee obligations, if the Director of Transportation certifies that the applicant has constructed improvements included in the Traffic Impact Mitigation Fee Capital Program or has provided the required funding for the Traffic Impact Mitigation Fee Capital Program through other funding mechanisms. The applicant who has constructed or otherwise funded road improvements identified in the Traffic Impact Mitigation Fee Capital Program may also be entitled to reimbursements from this fee account if the value of the improvements exceeds the fees set for this this resolution.
- C. Fees set forth in the item "A" above will be adjusted annually on March 1st of each year by an increase or decrease in the Engineering News Record Construction Cost Index.
- D. As part of the General Plan re-adoption process, the El Dorado County Department of Transportation (DOT) shall review the estimated cost of the capital improvements. DOT shall also evaluate the continued need for those improvements; relative to the impacts of various types of pending or anticipated development for which the fee is charged. The County DOT shall report its findings to the Board of Supervisors at a noticed public hearing and recommend any adjustment to the fee or other action as may be needed.

PASSED AND ADOPTED by the Board of Supervisors of the County of El Dorado at a regular meeting of said Board, held on the 25th day of February, 2003, by the following vote of said Board:

Ayes: DUPRAY, BAUMANN, BORELLI, PAINBESOLARO

Noes: NONE

Absent: NONE

ATTEST

DIXIE L. FOOTE
Clerk of the Board of Supervisors

By Margaret Moody
Deputy Clerk

Deley Baumann
Chairman, Board of Supervisors

I CERTIFY THAT:
THE FOREGOING INSTRUMENT IS A CORRECT COPY OF THE ORIGINAL ON FILE IN THIS OFFICE.

DATE _____
ATTEST: DIXIE L. FOOTE, Clerk of the Board of Supervisors of the County of El Dorado, State of California

By _____
Deputy Clerk

Atch 1-10



PLACER PARKWAY

LAND TO BE PRESERVED FOR FUTURE PLACER PARKWAY

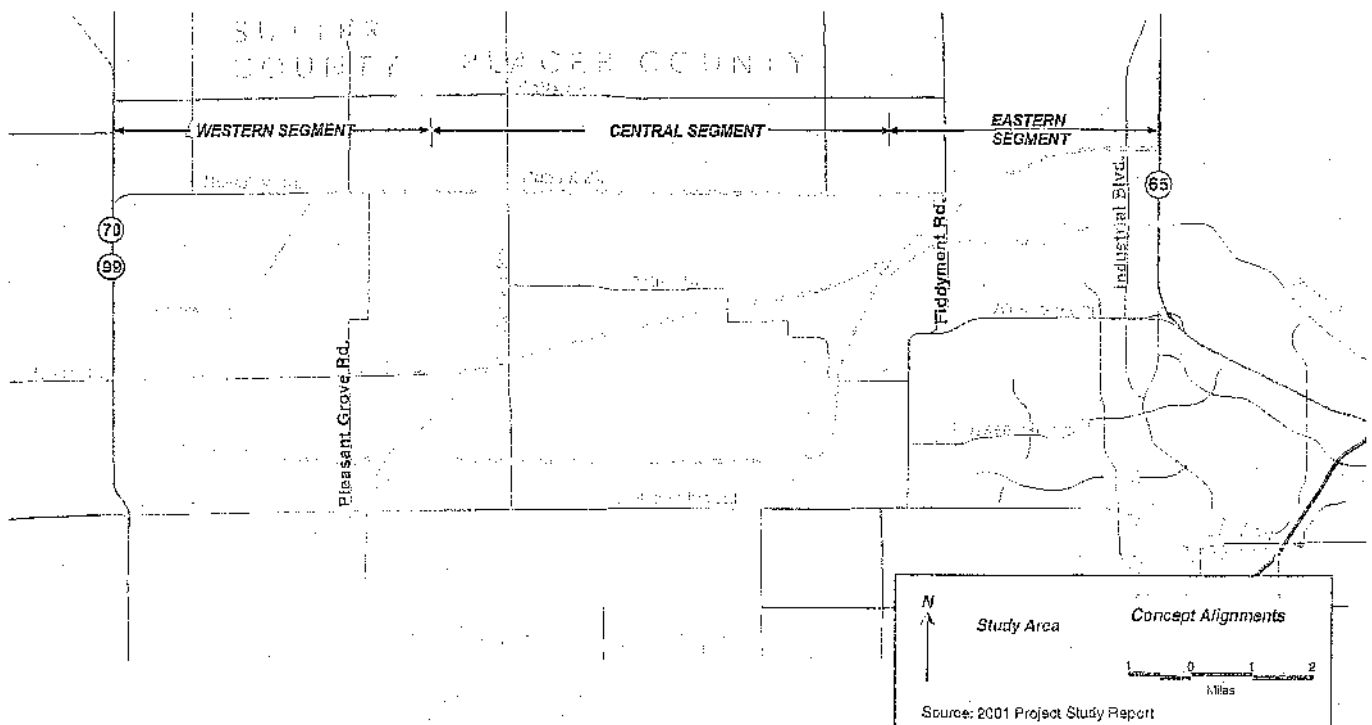
Placer Parkway is a proposed 15-mile long, east-west transportation corridor that will connect rapidly growing western Placer County with Sutter County industrial development and the airport to the west—linking State Highway 65 with State Highway 70/99 (see map). Residents, community leaders and business representatives are now discussing where to preserve a corridor for the future Parkway.

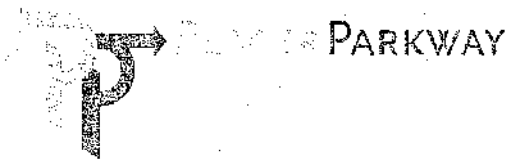
The Parkway is a high-priority regional transportation project. Employment, population growth, and traffic have become major issues for many people who live and work in the area. The amount of time and productivity lost has a real impact on the regional economy and our quality of life. At

the same time, preserving agricultural open space and habitat is also critical.

The Placer Parkway Corridor Preservation will identify and preserve land for a future transportation corridor that will offer several key benefits:

- Ease traffic and enhance the flow of people and goods
- Link rapidly growing areas of western Placer County and planned industrial development in south Sutter County
- Improve access to the I-5 corridor and the Sacramento International Airport
- Provide an alternative to heavily traveled Interstate 50





- Promote agricultural open space to preserve and enhance natural resources
- Restrict access along an approximately 7-mile central segment between Fiddymont Road in Placer County and Pleasant Grove Road in Sutter County

A key objective of the project is to preserve enough land for a 1,000-foot-wide central segment corridor and 500-foot-wide eastern and western segment corridors. Several concept corridors were identified via a previous study (see map).

Within the corridor, Placer Parkway would be divided into three segments:

- Western: Highway 70/99 to the Sutter/Placer County line
- Central: Sutter/Placer County line to Fiddymont Road, with no access (preserving a 1,000-foot-wide, 7-mile-long corridor from Pleasant Grove Road to Fiddymont Road).
- Eastern: Fiddymont Road to Highway 65

The Placer County Transportation Planning Agency (PCTPA) is administering the project for the South Placer Regional Transportation Authority (SPRTA) and Sutter County. PCTPA is the regional transportation planning agency for Placer County and its six cities. SPRTA consists of several PCTPA

member jurisdictions in western Placer County.

PCTPA will be preparing a Tier 1 Environmental Impact Statement/Environmental Impact Report (EIS/EIR). A Tier 1 document is used for long-term projects and to streamline environmental review. This will help to ensure that the land needed for a future transportation corridor can be preserved now. The Tier 1 EIS/EIR will address state and federal environmental requirements and will outline public concerns in enough detail to make an informed choice about selecting a corridor alignment. A future Tier 2 environmental review would address design and construction issues for the specific alignment within the corridor.

SPRTA and Sutter County are co-lead agencies for California Environmental Quality Act compliance. Caltrans is acting on behalf of the Federal Highways Administration, lead agency for National Environmental Policy Act compliance.

PCTPA has programmed about \$4.7 million to complete the required federal and State environmental review. SPRTA oversees a regional fee program that is expected to collect about \$50 million for acquir-

ing a corridor. Actual construction funding for the transportation facility is not anticipated until after 2015.

There will be many opportunities for the public to provide input into this environmental review. For more information about the project and upcoming meetings, go to:

www.placerparkway.org

Or contact:
 Celia McAdam, Executive Director,
 PCTPA, 550 High Street, Suite 107,
 Auburn, CA 95603.
 Telephone: 530-823-4030
 Fax: 530-823-4036
 Email: cmcadam@pctpa.org

Two colleges get Placer backing

Supervisor sees a 'really remarkable' opportunity

By Art Campos
BEE STAFF WRITER

Placer County supervisors threw their support behind two four-year universities in the western part of the county, despite the fact that neither is included in the general plan.

The endorsement was given at the end of an all-day workshop in Auburn on Monday designed to examine the impact

of the two universities and other pending development projects in western Placer County.

Although no one from the public was opposed to the proposed De La Salle University or to a branch campus of California State University, Sacramento, some of the 27 speakers were concerned that their construction and accompanying housing projects would cause significant losses of agricultural land, natural habitat and open space - elements the county wants to retain in west Placer.

But supervisors felt that they couldn't pass up a chance to bring two universities to their fast-growing county when more students throughout California want to go to college.

"Occasionally in a person's lifetime, if we are lucky, we might get the opportu-

nity to do something really remarkable," Supervisor Bill Santucci said. "I believe that time is right here, staring us in the face."

"It's visionary," Supervisor Ted Gaines said. "I think it is our civic duty to help provide higher education. (The universities) are a missing piece of the puzzle to make Placer County a better place to live."

Supervisors Robert Weygandt, Harriet White and Board Chairman Rex Bloomfield also supported the universi-

ties, but each said that the county's plans to conserve agricultural land and natural habitat must be protected.

The supervisors' endorsement was made as they approved seven recommendations on how the administrative staff is to proceed with the inclusion of the universities in relationship to other projects in west Placer.

The recommendations include amending the general plan to accommodate the universities; considering adjacent development; **▶ WORKSHOP, page B2**

Workshop: Buffer for landfill is among recommendations backed

▶ CONTINUED FROM B1

ment areas for college student and staff housing; making sure roads, water and sewer needs are met; and protecting the county landfill from encroachment of incompatible uses by trying to retain a one-mile buffer around it.

Developers also must create or finance other areas for agricultural or wildlife if such lands are removed during construction, the recommendations said.

Lastly, Placer Parkway, a proposed route linking Highway 65 to Highway 99-70 in Sutter County, must be studied concurrently with the planning for new development in west Placer.

The route for Placer Parkway is still about three years away from being chosen, which makes it difficult for the universities and developers of proposed subdivisions in west Placer to know

whether an expressway will cut through their projects.

The supervisors' support for the universities pleased Kyriakos Tsakopoulos, president of KT Development, which is representing the Christian Brothers order, developer of the private De La Salle University.

Tsakopoulos' father, Angelo, is donating 1,100 acres west of Roseville for the university and for a college town. He also plans to establish an endowment of \$100 million so that the university can open.

"I'm thrilled that the board sees an extraordinary opportunity to have the Christian Brothers develop and operate a private four-year liberal arts college in Placer County," Kyriakos Tsakopoulos said.

"But the supervisors also sent a clear message that the Christian

The Bee's Art Campos can be reached at (916) 773-2825 or acampos@sacbee.com.

□ □ □

(Art Campos)

**Response to Comment Letter 23
Placer County Taxpayers for Quality Growth (October 29, 2003)**

Response to Comment 1

This comment contains general information and is not a comment on an environmental issue. Therefore, no further response is required.

Response to Comment 2

This comment contains general information and is not a comment on an environmental issue. Therefore, no further response is required.

Response to Comment 3

This comment contains general information and is not a comment on an environmental issue. Therefore, no further response is required.

Response to Comment 4

To the extent possible, and consistent with Section 15126.4 of the CEQA Guidelines, the Final EIR described feasible measures that could minimize significant adverse impacts. However, not all impacts can be reduced to a less-than-significant level, either because mitigation is not feasible or it is under the jurisdiction of another agency to implement. The proposed project will result in some significant and unavoidable impacts related to transportation and circulation, as presented in Section 4.3 (Transportation and Circulation) of the Final EIR and summarized in Sections 3.3 (Summary of Environmental Impacts, Environmental Impacts and Mitigation Measures) and 5.2 (CEQA Considerations, Significant and Unavoidable Impacts) of the Final EIR. The commenter is incorrect in stating that no mitigation measures are provided. To address potential impacts related to transportation and circulation, the Final EIR identified MM 4.3-1 through MM 4.3-9.

CEQA does not require that all impacts be mitigated to a less-than-significant level. In fact, Section 15093 of the CEQA Guidelines allows the decision-making agency to approve a project if its benefits outweigh its unavoidable adverse environmental effects. However, CEQA requires that the lead agency state, in writing, the specific reasons to support its action to approve a project if such an approval would result in significant and unavoidable impacts. This is called a "Statement of Overriding Considerations." If the proposed project is approved by the City of Roseville, a Statement of Overriding Considerations must be prepared to support the City's action.

CEQA does not require a fiscal analysis as part of the environmental review process (Section 15131 (a) of the CEQA Guidelines: *Economic or social effects of a project shall not be treated as significant effects on the environment*). However, with respect to tax burdens, the Specific Plan contains a full program of implementation measures (including financing measures) to ensure the provision of all infrastructure, facilities, public services, and mitigation measures that are necessary to support the proposed development. These implementation measures are described in Section 11 (Implementation and Administration) of the Specific Plan and Section 2.4.3 (Project Description, Implementation) of the Final EIR. In addition, as part of the project analysis, MuniFinancial ran a fiscal analysis to ensure that adequate public services could be provided. The first tier of the analyses occurred in February 2002 as part of the Feasibility Analysis that the City prepared prior to proceeding with the Specific Plan process. The results of the Fiscal Analysis were made available to the public. As part of the Development Agreement process for the WRSP, the City of Roseville will ensure that, at a minimum, the WRSP will be fiscally neutral, which is consistent with the Guiding Principles that are proposed as policies in the General Plan as part of this project. An operations and maintenance plan will guide open space management efforts, and a community facilities district or other similar measure shall provide funding. Implementation of the project will include formation of a Mello-Roos Community Facilities District for services that will, in part, pay for these ongoing maintenance costs. Final formation of the CFD cannot take place until the WRSP is annexed to the City. In summary, and at a minimum, the proposed project will be fiscally neutral with respect to the operating budget of the City of Roseville.

Response to Comment 5

Recommending the development of an improvement program for regional roadway improvements is a good idea, but cannot be relied upon as mitigation because agency approvals necessary to develop such a program have not been granted at this time. The City of Roseville cannot alone develop a joint powers authority or a regional or statewide solution. And, the project proponent cannot be required to mitigate impacts unrelated to this project on a statewide or regional basis. The project by itself cannot be expected to mitigate this impact independently because no financing program exists to collect the project's fair-share contribution of improvements or the remaining fair share from other projects or contributors. Further, updating existing traffic impact fee programs in adjacent jurisdictions such as Placer County, Sutter County, and the City of Rocklin to include new roadway improvements and additional land use development is beyond the scope of this project and outside the City of Roseville's authority. Nevertheless, the City of Roseville can still choose to enter into a variety of agreements or programs to provide funding for regional roadway improvements that could include participation by the proposed project developers. Development within the City of Roseville already participates in two regional traffic impact fee programs. These programs include the Highway 65 Joint Powers Authority Fee Program and

the South Placer Regional Transportation Impact Fee Program. The project will participate in a third traffic for regional road improvements in the County.

Response to Comment 6

Refer to Response to Comment 23-5 for a discussion of traffic impact mitigation.

Response to Comment 7

The commenter is correct in noting that some of the traffic-related mitigation measures would be under the jurisdiction of other agencies to implement and, further, that the City of Roseville is not able to ensure the implementation of such measures since they are outside of the City's direct control. For that reason, those impacts were considered significant and unavoidable, taking a conservative approach in assuming that the mitigation might not, or could not, be implemented.

Response to Comment 8

Refer to Response to Comment 23-5 for a discussion of traffic impact mitigation. Growth-inducing impacts of the Project are analyzed in Final EIR Section 5.4.

Response to Comment 9

Refer to Response to Comment 23-5 for a discussion of traffic impact mitigation.

Response to Comment 10

The Sacramento Area Council of Governments (SACOG) is an association of Sacramento Valley governments formed from the six regional counties - El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba—and its 22 member cities. SACOG's primary charge is to provide regional transportation planning and funding, as well as a forum for the study and resolution of regional issues. In this role, SACOG prepares the region's long-range transportation plan; approves distribution of affordable housing around the region; keeps a regionwide database for its own and local agency use; helps counties and cities use federal transportation funds in a timely way; assists in planning for transit, bicycle networks, clean air, and airport land uses; and is undertaking a new program to link transportation and land development more closely. Accordingly, regional traffic impacts are primarily managed by SACOG and implemented by the State of California Department of Transportation through regional traffic impact fee programs. Development within the City of Roseville is required to participate in both the Highway 65 Joint Powers Authority Fee Program and the South Placer Regional Transportation Impact Fee Program. There are no other established regional traffic fee programs that address localized impacts, such as those that might occur in adjacent jurisdictions.

As described in the Specific Plan and Development Agreements, construction of the WRSP is proposed over an approximately 10-20 year time frame within four phases. As development proceeds, infrastructure, schools, parks, will be required to keep pace with residential and commercial development. The WRSP Phasing is designed so that all infrastructure and public/quasi-public uses are in place with each phase before the next phase of the project proceeds. Development fees are due at the time of building permit, which will fund improvements to water, sewer, recycled water, drainage, roadway, park and open space, and other public facilities such as libraries, fire stations, and law enforcement facilities. The project development agreements set forth the specific timing and scope of infrastructure and funding obligations.

Response to Comment 11

Section 6.2.7 of the Final EIR identifies all potential alignments currently being considered for the Placer Parkway. Page 6-72 through 6-74 of the Final EIR indicates that two of the potential study alignments would transect the project area, one of which would bisect the WRSP area from north to south.

Response to Comment 12

Refer to Response to Comment 5-2 for a discussion on the construction of Placer Parkway. As part of the alternatives analysis, the Final EIR provided additional information on the compatibility of Placer Parkway should an alignment be built along the northwestern boundary of the project. In addition, as part of the development agreement, the City is requiring that all purchasers of lots or residential units located within the WRSP be notified that there is a “potential for a proposed Placer Parkway within the WRSP Boundaries.”

Response to Comment 13

Refer to Response to Comments 5-2 and 23-11 for a discussion of construction to Placer Parkway.

Response to Comment 14

The plan area, through the development agreement, will be obligated to participate in all existing and future citywide fee programs. Partial funding for Placer Parkway is included within the South Placer Regional Transportation Fee Program, in which the City currently participates. The WRSP will be required to participate in this fee program to fund its proportionate share of this improvement.

Response to Comment 15

Refer to Response to Comments 5-2 and 23-11 for a discussion of the construction of Placer Parkway. Placer Parkway is still in the preliminary planning stages. Approval and timing are uncertain. The Tier 1 analysis has just begun and is expected to take three to four years to complete. Ultimately, approval and

construction of Placer Parkway may not occur for ten years or more. Therefore, it is premature to hold up construction of the proposed project. Annexation is only being proposed for the WRSP at this time. Additional environmental review will be required prior to consideration of an annexation proposal for the Remainder Area.

Response to Comment 16

Refer to Response to Comments 5-2, 23-11, and 23-15 for a discussion of construction of Placer Parkway.

Response to Comment 17

Refer to Response to Comments 5-2, 23-11, and 23-15 for a discussion of construction of Placer Parkway.

Response to Comment 18

Refer to Response to Comments 5-2 and 23-15 for a discussion of construction of Placer Parkway.

Response to Comment 19

The development agreements for the project have been available to the public during the course of review for the project. The draft agreements are not required to be circulated as part of the Draft EIR.

Response to Comment 20

As applicable, the Final EIR identifies the uncertainty associated with mitigation funding for potential improvements, and as a result identifies impacts such as Impact 4.3-3 as significant and unavoidable.

Response to Comment 21

In forecasting and analyzing future 2020 conditions, the Final EIR transportation analysis had to make assumptions about the amount and location of future land use development and future roadway improvements. These assumptions were based on the best available data at the time the analysis was prepared. The assumptions about improvements to other jurisdictional roadways and State highways are, in general, based on the Tier 1 improvements contained in the *Metropolitan Transportation Plan (MTP) for 2025*, Sacramento Area Council of Governments, 2002. The Tier 1 improvements in the MTP are those expected to be constructed with existing revenue streams. These improvements were included in the modeling for the West Roseville Specific Plan because the land uses projected to occur by 2020 that generate the need for these improvements were also included in the model.

Response to Comment 22

As required by Public Resources Code Section 2108.6(a)(1), the City will adopt a mitigation monitoring and reporting program at the time of project approval. All mitigation measures adopted will be

enforceable as conditions of approval or incorporated into the project. Mitigation measures will be enforceable through conditions on the approvals and through the development agreements.

Response to Comment 23

This comment contains general information and is not a comment on an environmental issue. Therefore, no further response is required.

Response to Comment 24

Refer to Response to Comment 23-15 for a discussion on the construction of Placer Parkway.

Response to Comment 25

This comment contains general information and is not a comment on an environmental issue. Therefore, no further response is required.

LAW OFFICE OF
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J. WILLIAM YEATES

MARY U. AKENS
KEITH G. WAGNER

September 30, 2003

Sent Via Facsimile

Derrick Whitehead
Environmental Utilities Director
City of Roseville
Environmental Utilities Department
2005 Hilltop Circle
Roseville, CA 95747

Re: *West Roseville Specific Plan*

Dear Director Whitehead:

I am writing on behalf of Diamond Creek Partners, Ltd. and Stephen Des Jardins, Diamond Creek's, chief financial officer, regarding the West Roseville Specific Plan and the Roseville Public Utilities Commission's scheduled hearing this evening on the draft environmental impact report (DEIR) for the West Roseville Specific Plan. Tonight the Public Utilities Commission is scheduled to receive comments on the Public Utilities section of the DEIR and Public Utilities Plan for the West Roseville Specific Plan. While my client appreciates the opportunity to participate in a public forum on the West Roseville Specific Plan, my client does not believe that he is being provided a meaningful opportunity to provide comments on the scope and breadth of the matters that are the subject of the Public Utilities Commission hearing.

24-1

The West Roseville Specific Plan was released on September 15, 2003. The Notice of Completion on the DEIR was also filed on September 15, 2003, triggering a 45-day public review period. The Public Utilities Commission hearing follows within two weeks of the release of both the specific plan and DEIR. The Public Utilities section (4.11) of the DEIR is 98-pages in length. It is also necessary to review the Hydrology, Water Quality, and Groundwater section (4.12) of the DEIR, which is an additional 58-pages in length. The Public Utilities Section of the DEIR refers to several technical studies, including:

24-2

- Technical Memorandum 1 – Unit Water Demand Factor Revision (Montgomery Watson Harza [MWH], November 6, 2002)*
- Technical Memorandum 3 – Wastewater Evaluation of Urban Growth Areas (MWH, December 4, 2001)*
- Technical Memorandum 7 – Water Supply Strategy (MWH, April 10, 2003)*
- 2002 Urban Water Management Plan (City of Roseville)*
- Master Water Study for West Roseville Specific Plan Area (Wood Rodgers, May 2003)*

Derrick Whitehead
September 30, 2003
Page 2 of 3

Recycled Water Study for West Roseville Specific Plan Area (HydroScience Engineers, Inc., May 21, 2003)
Groundwater Impact Analysis for Proposed Reasons Farms Land Retirement Plan (MWH, June 2003)

The June 2003 Groundwater Impact Analysis by Montgomery Watson Harza contains twenty-three pages of text summarizing attached computer modeling results based on contour maps and hydrographs, which were run through the North American River Integrated Groundwater and Surface Water Model (IGSM). The November 6, 2002 Technical Memorandum 1 prepared by Montgomery Watson Harza is 15 pages. The text of the December 4, 2001, Technical Memorandum 3 is 21-pages long. Additionally, attached at Appendix S to the DEIR is a technical study prepared by Wood Rodgers on September 12, 2003, entitled "Water Supply Assessment for West Roseville Specific Plan (Fiddymont Ranch/WestPark Properties). This 14-page document (attaching Technical Memorandum 1 and other resolutions and agreements) is not referenced in the Public Utilities section of the DEIR, but is obviously relevant to the discussion. The remainder of the technical studies referenced in the Public Utilities section of the DEIR is only available for review at the City of Roseville Permit Center.

24-2

In addition, the Hydrology, Water Quality, and Groundwater section of the DEIR references the following three documents:

Fiddymont-Westpark Property Master Plan Drainage Analysis, Wood-Rodgers Inc. (June 2003)
Groundwater Impact Analysis, MWH (June 2003)
City of Roseville Detention Basin Project FEIR January 2003 (SCH No. 2002072084)

Again, these documents are only available at the City of Roseville Permit Center.

My client picked up his copies of the West Roseville Specific Plan and 4-Volume DEIR on September 18, 2003. He had them sent by courier to my office that same day. My office attended the Public Workshop on September 23, 2003, where we learned about the immediately upcoming Public Utilities Commission hearing. It is unrealistic to expect that my client can pick up documents measuring over 8 1/2 inches in height when stacked on top of one another on September 18 and be prepared to provide meaningful comment to the Public Utilities Commission by tonight's hearing. The availability of water and how the City plans to provide water service to the West Roseville Specific Plan area is of great interest to my client. My client will be providing comments on the DEIR and would like the opportunity to provide comments to the Public Utilities Commission. My client, therefore, requests that the Public Utilities Commission schedule an additional hearing after the close of the public comment period on the DEIR to receive public comments on the Public Utilities section of the DEIR and the Public Utilities Plan of the West Roseville Specific Plan.

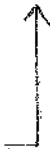
24-3

Additionally, I would like to request your Department's assistance in making available the technical studies that are referenced in Section 4.11 and 4.12 of the DEIR, but are not included in the attached Appendices to the DEIR. My client will pay whatever reasonable costs your Department will incur in gathering and reproducing these documents. We will make

24-4

Derrick Whitehead
September 30, 2003
Page 3 of 3

arrangements to pick up the documents when they are available. Please let me know as soon as possible if your Department can expedite the collection of these documents for our review.



24-4

Sincerely,

Bill Yeates

cc: Stephen Des Jardins

Response to Comment Letter 24
Law Office of J. William Yeates, on behalf of Stephen Des Jardins, Diamond
Creek Partners, Ltd. (September 30, 2003)

Response to Comment 1

This comment provides introductory text that identifies the commenting individuals and entities and also affirms the fact that public testimony was received at the September 30, 2003 Public Utilities Commission. Refer to Topical Response B (Adequacy of Public Review Period) for a discussion of the Adequacy of Public Review Period, including other opportunities for public input and participation.

Response to Comment 2

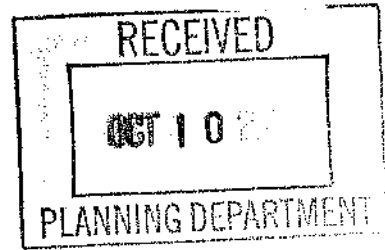
The commenter is correct in identifying the date and duration of the public review period for the Draft EIR, as well as the titles of certain documents (prepared in conjunction with the proposed project) that are available for review at the City of Roseville Planning Department.

Response to Comment 3

Refer also to Topical Response B (Adequacy of Public Review Period) for discussion the Adequacy of Public Review Period and the many opportunities for public participation. Comments were provided by Mr. Yeates' client at the September 30, 2003 Public Utilities Commission. While a second Public Utilities Commission meeting was not held, the public was provided an opportunity to comment on any element of the proposed project at public meetings that have been, or will be, conducted subsequent to the Public Utilities Commission meeting, including Planning Commission meetings and two City Council meetings.

Response to Comment 4

City staff prepared a list of all of the documents referenced in the Final EIR that were not included as appendices. This list was submitted to the Commenter's client, who, in turn, requested that the City provide information on the City's water model. Environmental Utilities staff provided the water model information, as requested, on October 14, 2003.



William D. Kopper

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*Copy to:
Kathy Pease
Neta Luken*

Paralegal
Kristin Rauh

October 9, 2003

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

RE: West Roseville Specific Plan EIR

Dear Mr. Richardson:

I represent Mr. Michael Catalano, Mr. Rob Collins, Mr. John Elliott, Mr. Greg Bain, and Roseville Citizens for Responsible Planning, a California Association. I am writing to you to ask that the City of Roseville recirculate the Draft Environmental Impact Report for the West Roseville Specific Plan and Sphere of Influence Amendment for 45 days after the City releases the proposed development agreements, financing plan, and parks financing plan. Mr. Jones has been kind enough to release to me the draft West Roseville Specific Plan: parks, bike trails, and paseo's financing plan. But as you know, this is only a small part of the financing plan.

25-1

The proposed Specific Plan fails to comply with Government Code Section 65451(a)(4) because it fails to provide financing measures necessary to carry out the elements of the Specific Plan. Therefore, the DEIR is incomplete and CEQA review is premature. The Specific Plan and the DEIR must be revised to comply with Government Code Section 65451(a)(4) and recirculated for the requisite 45 day CEQA review.

Government Code Section 65451(a) requires that "a Specific Plan shall include a text and diagram or diagrams which specify all of the following **in detail**":

25-2

- (1) The distribution, location, and extent of uses of land -- within the area covered by the plan;
- (2) The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.
- (3) Standards and criteria by which the development will proceed --

Mr. Paul Richardson
Planning Director
City of Roseville
October 9, 2003
page 2

- (4) The program of implementation measures including regulations, programs, public works projects, and **financing measures** necessary to carry out paragraphs (1), (2), and (3).

25-2

The financing measures required by Government Code Section 65451(a)(4) are planned to be included in the financing plan, development agreement, and the parks financing plan which do not exist except for the draft parks financing plan. It is noteworthy that the Specific Plan states that "the West Roseville Specific Plan property owners (West Park Associates and Signature Properties, Inc.) have executed individual development agreements with the City of Roseville in accordance with the applicable state and local codes. The development agreements vest development rights, set forth obligated infrastructure improvements and dedication requirements, secure the timing and methods for financing improvements, and specify other performance obligations as related to development of the WRSP." These development agreements are clearly an integral part of the specific plan, however, they do not exist and they are not yet available for public review.

25-3

Guiding Principle No. 1 for the West Roseville Development proposals states as follows:

Physical Health -- "Any development proposal west of Roseville shall, on a stand alone basis, have an overall neutral or positive fiscal impact on the City's general funds services."

25-4

The West Roseville Specific Plan states that "the West Roseville Specific Plan is consistent with and furthers the intent of the guiding principles." The guiding principles are proposed to be added to the City of Roseville General Plan.

Because the financing plan and development agreements are not available for review, the public has no opportunity to determine whether the Specific Plan and the mitigation measures proposed for the Specific Plan in the Environmental Impact Report are consistent with Guiding Principle No. 1. Frankly, we would like to have our own economist review the financing plan and the development agreements to determine whether in fact the development will pay for itself and will be able to pay for the mitigation measures. In other communities developers have prevailed upon the City Council to provide modifications to financing plans so that the burden of development has fallen on the City's General Fund. This type of situation has occurred in North Natomas and throughout the Greater Sacramento Area.

25-5

We believe there are several legal reasons why the City should recirculate for 45 days after the financing plan and development agreements are available. Firstly, CEQA requires an agency to address specific economic considerations related to mitigation measures to determine if they are feasible or infeasible. (Public Resources Code Section 21081(a)(3); *Federation of Hillside and Canyon Associations v. City of Los Angeles* ("Federation") (2000) 83 Cal.App.4th 1252, 1259, 1260.) In *Federation* the Trial Court addressed the adequacy of an EIR with respect to a Specific Plan. The DEIR analyzed the environmental impacts of the Specific Plan and a Transportation Improvement Mitigation Plan (TIMP). The DEIR stated that the TIMP would reduce the traffic impacts of the Specific Plan to a Level of Insignificance. The TIMP discussed the needed traffic improvements as well as the financing of the

25-6

Mr. Paul Richardson
Planning Director
City of Roseville
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page 3

traffic infrastructure.

The City released the TIMP in February 1995, after it circulated the Specific Plan and DEIR. The City did not circulate the DEIR and TIMP after the February 1995 release date. (*Federation, supra*, 83 Cal.App.4th at 1256-1257.) Petitioners contended that the City's failure to recirculate the DEIR and TIMP invalidated the EIR. The Trial Court concluded that the City was required to recirculate the TIMP. (*Id.*)

In this case the financing plan is necessary to determine if the offsite road widenings, open space maintenance, and other infrastructure improvements can actually be built without imposing a burden on the General Fund of the City of Roseville. If the mitigation measures cannot be built or maintained then the mitigation measures are not feasible. Moreover, in order to comply with the guiding principles the financing plan is necessary to determine whether the needed firefighters, police officers, park maintenance people and other personnel can be supported by the tax based to be generated by the new development. The DEIR concludes the Project is consistent with the Guiding Principles, however, the information has not been made available to the public to evaluate whether the determination of consistency is correct.

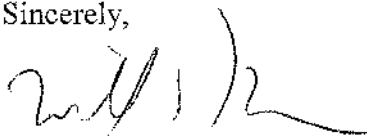
25 - 6

CEQA requires that a project description must be accurate and consistent throughout an EIR. "An accurate, stable and finite project description is the *sine qua non* of an informative and legally sufficient EIR." (*County of Inyo v. City of Los Angeles* (1977) 71 Cal.App.3d 185, 193.) Without the financing plan and the development agreements the Project is not complete because the financing plan is part of the necessary elements of the West Roseville Specific Plan.

25 - 7

Thank you for your consideration of these matters.

Sincerely,



WILLIAM D. KOPFER

WDK:kgr

■ Response to Comment Letter 25

William D. Kopper, Attorney at Law, on behalf of Mr. Catalano, Mr. Collins, Mr. Elliott, Mr. Bain, and Roseville Citizens for Responsible Planning (October 9, 2003)

Response to Comment 1

This comment provides introductory text that identifies the commenting individuals, organizations, and/or experts. Refer to Topical Response C (Adequacy of Draft EIR).

Response to Comment 2

The Specific Plan contains infrastructure plans, phasing, and financing to ensure the provision of all facilities, public services, and mitigation measures that are necessary to support the proposed development. These implementation measures are described in Section 11 (Implementation and Administration) of the Specific Plan and Section 2.4.3 (Project Description, Implementation) of the Final EIR. The Specific Plan is in compliance with Government Code Section 65451(a)(4) and the Final EIR contains adequate information such that recirculation is not required.

Response to Comment 3

The commenter correctly quotes page 1-3, paragraph 2 of the Specific Plan. To clarify, the past tense (“have executed”) was used in reference to the execution of the Development Agreements to minimize the need for future revisions in the event that the Specific Plan is approved and all Development Agreements are executed. The decision to write the specific plan using past tense in no way reflects the likelihood of an action in favor or against the project. The City has used this approach in writing the last eight specific plans. If the ultimate decision is to deny a specific plan project, the language in the document is not approved and changes to the documents are not needed. If the decision-makers approve the project, further revisions are not required to change verb tenses to reflect that approval. Lastly, the Development Agreements are integral to ensure implementation of the Specific Plan. Copies of the Development Agreements and Financing Plan are available from the City of Roseville Planning Department. The decision-makers and public have the opportunity to obtain these documents prior to consideration of the proposed project for approval or denial. The Development Agreements and Financing Plan have been available for public review since late October 2003.

Response to Comment 4

The commenter is correct in indicating the contents of Guiding Principle 1. The commenter is also correct in indicating that the Specific Plan is consistent with and furthers the intent of all 13 of the City’s guiding principles. The Guiding Principles are included as text amendments to the proposed General Plan, as

indicated on page 2-53 through 2-59 of the Final EIR. Refer to Responses to Comments 25-3 for a discussion of the Development Agreements.

Response to Comment 5

Refer to Response to Comment 25-3 for a discussion of the Development Agreements.

Response to Comment 6

Refer to Responses to Comments 25-1 through 25-3 for a discussion on the availability of financing information in the Specific Plan and why the Draft EIR does not need to be recirculated after the Development Agreements (and Financing Plan) are executed.

The commenter references *Federation of Hillside and Canyon Associations v. City of Los Angeles* (2000) 83 Cal.App.4th.1252. This case involved the approval of a general plan framework (GPF) by the City of Los Angeles. After the City circulated the proposed General Plan and Draft EIR on the General Plan, it completed a Transportation Impact Mitigation Plan (TIMP), which it subsequently circulated. The TIMP included several proposals to improve transportation infrastructure at a cost of approximately \$12 billion over 20 years as mitigation for the GPF. The TIMP also stated that “the City’s portion of the cost would far exceed its anticipated revenues” (refer to *Federation* at page 1257). In its decision, the Court relied on the fact that “The City acknowledged in the TIMP that there was great uncertainty as to whether the mitigation measures would ever be funded or implemented. Although the City adopted the mitigation measures, it did not require that they be implemented as a condition of the development under the GPF and made no provision to ensure that they will actually be implemented or fully enforceable” (refer to *Federation* at page 1261). The Court, therefore, concluded that there was “no substantial evidence in the record to support a finding that the mitigation measures have been ‘required in, or incorporated into’ the GPF in the manner contemplated by CEQA...” (refer to *Federation* at page 1261).

Unlike the situation in *Federation*, the City of Roseville has required that the mitigation measure in the EIR will be fully enforceable as Conditions of Approval or are incorporated into the project as reflected in the Development Agreements and Financing Plans.

Response to Comment 7

The commenter correctly cites CEQA and *County of Inyo v. City of Los Angeles* (1977) 71 Cal.App.3d 185 with respect to CEQA’s requirements for an EIR project description. The *County of Inyo* case was one in a series of cases involving long-standing legal disputes between the County of Inyo and Los Angeles with regard to the extraction and exporting of groundwater from the Owens Valley in Mono and Inyo Counties. In determining that the EIR was inadequate for this project, the court concluded that the

project description changed and varied throughout the EIR, and the court reasoned that the fluctuating project description confused the public and undermined the EIR's usefulness as an informational tool for public participation. In the EIR under discussion in the *County of Inyo* case, the project description varied quite substantially from a narrow reading of groundwater extraction in the Owens Valley to a much broader analysis of water operations throughout the entire Los Angeles Aqueduct system.

The project description in this EIR has not varied and has remained consistent throughout. The commenter's particular reference to the financing plan and Development Agreement does not reflect any change in the project description. The Project Description contemplates Signature and Westpark entering into Development Agreements and financing districts for the financing of all public improvements (refer to the Final EIR, pages 2-49 and 2-50). The Development Agreements will be available for review and consideration by the decision makers and the public prior to consideration of the proposed project for approval or denial.

The project description provided in the Final EIR is fully consistent with CEQA's requirements for a project description, which are outlined in Section 15124 of the CEQA Guidelines. For example, as described in Response to Comment 25-2, the project's implementation measures are described in Section 11 (Implementation and Administration) of the Specific Plan and Section 2.4.3 (Project Description, Implementation) of the Draft EIR CEQA does not require that the Development Agreements and Financing Plans be fully executed prior to public review of the Draft EIR.

Richard Hanes
P.O. Box 668
Cedar Ridge, CA 95924

October 14, 2003

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

Dear Ms. Pease,

I have the following comments on the draft EIR for the West Roseville Specific Plan and Sphere of Influence Amendment:

A. Section 4.6: the soils are named but not described. The "Soil Characteristics" in this section are actually interpretations of the soil characteristics. For example, "Permeability" is an interpretation based on soil characteristics, such as texture, structure, porosity, horizon thickness, depth, etc.

26-1

Without a description of the soils, the environmental setting is not described and the public cannot understand or estimate the significance of the impacts.

A description of the soils is extremely important because it is soil characteristics that are responsible for the existence over 1,000 vernal pools.

B. 4.6.4 Standards of Significance: any loss of topsoil will have a significant impact. Grading 2,400 acres will not only have a significant impact, but it will be irreversible and cannot be mitigated.

26-2

The hazard of erosion is only "slight" until the soil is disturbed, then the hazard may increase to moderate or high. Until the area is stabilized with concrete, asphalt, lawns, etc., the grading of 2,400 acres will increase the hazard of erosion significantly because grading will remove protective vegetation and organic matter.

C. Table 4.6.1: This table is very cryptic and without a narrative interpretation it is unintelligible to the general public. It is taken out of context from the soil survey report. For example: what does it mean to have a rating of "Severe (Low Strength, Shrink-Swell)" under the column for Buildings? What is the depth to rock that contributes to "severe" limitations for shallow excavations?

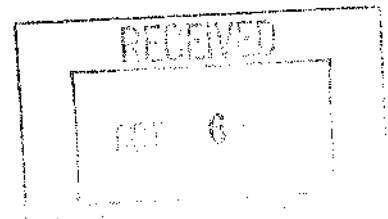
26-3

The draft EIR is incomplete and should be withdrawn until enough soils information is included to allow the public to understand and estimate the significance of impacts, and determine the adequacy of mitigation measures.

26-4

Sincerely,

Richard Hanes
Richard Hanes
Soil Scientist



Response to Comment Letter 26
Richard Hanes (October 14, 2003)

Response to Comment 1

This comment requests clarification on the characteristics of the project area soils. The description (physical characteristics) of each soil type in the SOI Amendment Area is provided in Table 4.6-1 on page 4.6-9 of the Final EIR. For clarification purposes the first paragraph under *Soils* on page 4.6-7 of the Final EIR will be replaced by the following paragraph, which contains explanatory text regarding Table 4.6-1 and the relationship between soils, and vernal pool formation.

~~The location of soil units in the SOI Amendment Area is shown in Figure 4.6-2 (Soil Types). As illustrated in Figure 4.6-2, the SOI Amendment Area consists predominantly of Cometa-Fiddyment complex (soil unit 141) and San Joaquin Cometa sandy loam (soil unit 182).~~

The distribution of soil units in the SOI Amendment Area is shown in Figure 4.6-2 (Soil Types). Each soil unit is listed in Table 4.6-1 (Soil Constraints) under the heading "Soil Name and Map Symbol" in the first column of the table. A brief description of each soil unit appears in the second column of the table under the heading "Physical Properties." As illustrated in Figure 4.6-2, the SOI Amendment Area consists predominantly of Cometa-Fiddyment complex (soil unit 141) and San Joaquin Cometa sandy loam (soil unit 182). These two units are characterized by the NRCS as having very slow permeability, low to high shrink-swell potential, slow runoff, and slight erosion hazard. The combination of these characteristics with the low topographic relief of the area contributes to the formation of vernal pools at the end of the rainy season. Vernal pools are discussed in Chapter 4.7, Biological Resources, of this EIR.

Response to Comment 2

As stated on page 4.6-19 of the Geology, Soils, and Seismicity section of the Final EIR, a significant impact would occur because development proposed in the SOI Amendment Area could increase erosion or loss of topsoil substantially through site disturbance, i.e. grading, trenching, construction, or similar activities. This impact is analyzed in the Final EIR on pages 4.6-19 through 4.6-21. Implementation of the City's Grading Ordinance will include measures to prevent erosion, including sediment retention basins and energy dissipaters.

Soil erosion caused by construction is a water quality issue. Accordingly, erosion caused by grading, dewatering, and road and building construction is discussed in Section 4.12 (Hydrology, Water Quality, and Groundwater) beginning on page 4.12-42 of the Final EIR. As stated there, project construction contractors would be required by state law to obtain and comply with the State General Construction Activity Stormwater Permit. Compliance with the permit would involve the implementation of Best Management Practices to eliminate erosion and water quality impacts. Contractors would be required to

prepare and retain on site an Erosion Control Plan in accordance with Sections 2 and 11 of the City of Roseville's Improvement Standards to ensure that construction-related sedimentation would be reduced to less-than-significant levels.

Response to Comment 3

This comment refers to the readability of Table 4.6-1. To clarify the table, and to allow a greater level of interpretation, the last paragraph of the Soil Characteristics section on pages 4.6-7 through 4.6-10 of the Final EIR will be revised as follows:

~~Soil characteristics and engineering properties that can affect development within the SOI Amendment Area are summarized in Table 4.6-1. The results of site-specific geotechnical studies prepared in conjunction with project approvals and building permits will be used to further identify any special site development considerations and methods for effectively managing soil conditions.~~

Soil characteristics and engineering properties that could constrain development in the SOI Amendment Area were identified by the NRCS in the Soil Survey Placer County, California, Western Part (1980), and have been used for the purposes of impact analysis in this EIR. These four characteristics are described briefly below and discussed in relation to the SOI Amendment Area in the following section (Soil Constraints). Table 4.6.1 indicates the nature of the constraint (wetness or tendency to flood, high shrink-swell or expansion potential, low soil strength or compressibility, etc.) and summarizes the level of constraint (slight, moderate, high, severe) for four types of construction activities expected to occur in the SOI Amendment Area. These activities include excavation and support for structures with shallow foundations (column 3 of the table); excavation and foundation support for dwellings without basements and small commercial buildings (column 4); construction of local roads and streets (column 5); and the construction of grassed waterways (column 6). The City of Roseville's Improvement Standards require site-specific geotechnical studies to be prepared in conjunction with project approvals and building permits to ensure site development considerations and methods are used to manage soil conditions effectively and comply with the excavation and foundation support requirements of the City's Building Code.

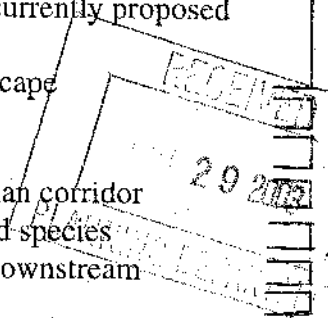
Response to Comment 4

The commenter requests that Draft EIR be withdrawn until, "enough soils information is included to allow the public to understand and estimate the significance of impacts and determine the adequacy of the mitigation." The clarification or amplification resulting from the additional text added in Response to Comments 26-1 through 26-3 does not constitute significant new information (per CEQA Guidelines Section 15088.5(a)), nor does it alter the analysis or any of the levels of significance or mitigation measures in the Draft EIR. Therefore, the Draft EIR need not be withdrawn.

Comments regarding the Draft EIR for the West Roseville Specific Plan

General Location: The environmental impacts, which are numerous, could be easily avoided if the location of this proposed project were elsewhere. The currently proposed project is:

- very broad scale project completely transforming the landscape
- next to a waste water treatment plant
- in rich, bottomland soils (some of it, in prime farmland)
- running across a limited oak woodland / savanna and riparian corridor
- on grasslands with vernal pools & threatened & endangered species
- at the confluence of many creeks, with flooding common downstream
- on a *irreplaceable* historic and cultural site
- outside of the regulatory boundary and city limits
- in a MOU "transition" area (implying transition between 80 acre min lots size and single-family, detached or greater density)
- in a location extending the City boundaries further to the west, encouraging urban sprawl onto agricultural lands
- possibly in the way of a future "parkway" or freeway alignment



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Landuse: Adjacent landuse, Sun City Roseville, already has an enormous cumulative impact on the Pleasant Grove watershed in the loss of unfragmented habitat and impervious cover (including turf). Likewise, the MOU was based on a "transition area" from a relatively high density to an eighty (80) acre min. acre (ag) designation, which this project does not achieve at all. In fact, this project will cover "prime farmland" and other lands of importance to farming, which is being lost at an alarming rate given the number of projects approved and those potentially being approved, such as the De La Salle University and areas to the north. This area is currently the regulatory boundary of the City Limits, with a waste water treatment plant adjacent to the project area. Placing a high school and regional sport park, with 10 or more soccer fields, will generate a great influx into the area that is 1) traditionally been set aside as perimeter lands; 2) designated as a place away from the smell, auditory and other nuisances, and visual blight associated with a waste water treatment plant. Additionally, discharging treated sewage into Pleasant Grove Creek could become a discharge of untreated sewage. Recently (Oct 2003) Deer Creek was inundated with untreated waste water, for example, that was not noticed until days later (after the weekend). With such large numbers of student (from the H.S.) and citizens at a park next to this discharge area, public safety could be easily compromised. Facilities such as these, are not in the public interest.

27-12

Additionally, looking at the details of the proposed sports park, numerous active sports such as soccer and softball impact the environment and wildlife with significant light pollution (even with downfacing lighting), noise, not to mention the lack of natural, passive recreation possibilities, such as walking, hiking, picnicking, equestrian uses, etc, which would be much more conducive to wildlife habitat. Looking at Placer County's recent Jones & Stokes vegetation GIS data, this area is clearly a unique area with virtually no oak woodlands / savanna anywhere outside of this ribbon of land at the confluence of these creeks and along Pleasant Grove Creek.

27-13

The current open space (OS) appears to be mostly or only in the calculated flood plain lands, with no room for error or overflow during a storm event (more in hydrology section), which is clearly one of the most overlooked and marginalized aspects of this proposed project.

27 - 14

LAFCO: Annexing agriculture lands via LAFCO prior to approval of this specific plan seems a reasonable sequence of events, which is not clear in the DEIR. Fast-tracking these projects with little time to adequately consider the impacts of urban sprawl and an expanding municipal boundaries / tax-base (which incidentally is much larger than other adjacent cities) does not seem equitable -- especially without the LAFCO process weighing in on the decision first. Given that a decision to approve this project would potentially have such a large impact on the greater Sacramento area, Interstate 80 traffic, etc., this administrative process cannot be ignored.

27 - 15

Biological Resources: As mentioned earlier, Blue Oak woodlands in the valley are restricted to these creek's floodplain and are not present outside of this area in the adjacent grasslands. Large and mature blue oaks cannot be replace or mitigated, yet a significant amount will be removed and impacted by urbanization. No development should be allowed within these oak woodlands, and at the least no off-site mitigation should be allowed. The OS corridor should be greatly expanded to all of the areas where and within these creeks converge (Kaseberg Creek and Pleasant Grove Creek) given the rarity of resources in this area. The cumulative impacts of Sun City and other developments upstream have already impact^d the stream's habitat. Species that are threatened will likely become endangered or simply extinct from the area because they are only found in certain areas. No formal survey has been conducted on the Federally listed endangered tadpole shrimp (table 4.7-2), which is "very likely to occur in both the WRSP Area and Remainder area" (4.7-17). This endangered species is the most protected status. Whether the Fish & Wildlife Service waives a "take" of species, the environmental damage is still the same -- a significant impact. The loss of rare plants, amphibians, birds, grassland habitat, a great diversity of species listed in the DEIR -- all have "significant impacts." Surely all of this cannot be mitigated with the greatest concern given to the environment. Likewise, destroying vernal pools by removing and transplanting soil to other mitigation sites in unproven. Additionally, monitoring studies of other mitigation banks have not been adequately addressed in this Draft EIR.

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The cumulative impacts of losing enormous tracts of unfragmented open space, grasslands, oak and riparian habitat have been enormous in Western Placer County and have not been adequately addressed here, given that Placer County is one of the fast growing, if not the fast growing county, in California. Eight (8) specific plans have been approved in the last 20 years in Roseville, which are essentially cities within cities, and have had huge impacts on former grassland habitat. Vernal pools and grassland habitat from adjacent cities as well as County areas, such as Rocklin, Lincoln, and future projects such as Placer Vineyards and areas north of the project area must be further delineated and quantified to understand the impacts to the area as a whole.

27 - 19

Finally, this project area does not adequately consider the impacts of compromising a county-wide Habitat Conservation Strategy and Plan (HCP), which is currently shaping

27 - 20

up. It's plan is expected to be decided upon by 2004, and consideration should be given to this plan before any approval of the WRSP. The County HCP is researching and seeking broad-scale effort to protect the remaining oak woodlands, grasslands, wildlife corridors, etc. based on science, GIS analysis, and other studies. This strategy is attempting to prevent further fragmentation of landscapes in Western Placer County while identifying growth opportunity areas. This project does suggests adjacent areas for a future HCP area, but ignores the fact that this project area, unique and significant, could be critical to this HCP success.

27-20

Hydrology: The open space corridors along Pleasant Grove Creek and Curry Creek have not been changed since the initial proposal, yet the amount of area to be disturbed is significant and "very similar to the prior land use plans" (4.12-2). My greatest concern for this project is that is develops directly over the confluence of many streams with little regard to flooding and water quality concerns. The DEIR, for example, does not make clear how peak WRSP discharge would proceed or occur before watershed peak, thus reduce the potential for flooding. Retention basins that stair-step up this watershed would only be a mechanical fix at best and would seriously alter the natural characteristics of the stream and adjacent environment by creating stagnant water ponds, localized flooding, and would seriously hinder future efforts to restore habitat and perhaps fish migration efforts. With so few passages and places for anadromous fish to spawn, perhaps this Creek could be restored in the future. We know that the adjacent watershed of Dry Creek does have anadromous fish spawning runs.

27-21

27-22

With increase impervious cover, storm water events would spike water volume, likely scouring the stream channel, increase erosion along the banks, and put toxins directly into the stream. I see no explicit non-point source pollution plan for a buffer areas that would naturally filter out toxins into the soil or vegetation. There has been no effort to determine the total amount of impervious cover. Much of the upstream is heavily impacted by impervious cover (IC), which includes turf and other non-paved surfaces. Over 10% IC of a stream system is widely regarded as impacted (flooding, stream incising, pollution run-off and significantly degraded water quality, etc.) and over 25% a stream is "degraded significantly." Because much of the upstream is in the North Industrial, North Roseville, Del Webb, and portions of the Northwest plan area of Roseville, this stream system is already likely to be impacted or degraded. Yet we have no ideas in this DEIR of the cumulative IC impacts. The "Remainder Area" for planned future development has significant concerns about the same issues, yet no land has been set aside within this WRSP to mitigate flooding. If this project proceeds, cumulative impacts within the Remainder Area must be addressed.

27-23

27-24

*Signed: Sean Booth
Oct 28, 2003*

Response to Comment Letter 27
Sean Booth (October 28, 2003)

Response to Comment 1

This comment provides introductory text that indicates the scale of proposed project and suggests that potential impacts could be avoided by relocating the proposed project to other areas. The potential for relocation of the proposed project to other areas, and the impacts associated with the alternate sites, are discussed in the Final EIR in Chapter 6 (Alternatives). This comment is acknowledged, and the opinion of the commenter(s) will be provided to the decision-makers for review and consideration when deciding whether to approve or deny the proposed project.

Response to Comment 2

The commenter correctly indicates that, as described on page 2-30 and in Impact 4.1-3 on pages 4.1-43 and 4.1-44 of the Final EIR, the WRSP Area abuts a wastewater treatment plant on the east, south, and west sides of the plant. The WRSP includes a 1,000-foot buffer area on these three abutting sides of the wastewater treatment plant site that prohibits residential development and will be restricted in other uses. The uses allowed by the WRSP within this 1,000-foot buffer are more restrictive than uses allowed by existing City Code, and no significant impacts with respect to proximity of portions of the WRSP area to the plant have been identified in the Final EIR (refer to Impact 4.3-1).

Response to Comment 3

The commenter correctly indicates that the project site contains Prime Farmland, as discussed in detail in Section 4.1 (Land Use and Agricultural Resources) of the Final EIR. Mitigation for impacts to Prime Farmland is provided by conservation easements for the preservation of off-site agricultural lands.

Response to Comment 4

The commenter correctly indicates that, as described on pages 4.7-7 and 4.7-8 of the Final EIR, portions of the site contain both oak woodlands and riparian stream corridors. Potential impacts to oaks are analyzed in Impact 4.7-8, and potential impacts to riparian corridors and associated vegetation are analyzed in Impacts 4.7-1 and 4.7-9 of the Final EIR.

Response to Comment 5

The commenter correctly indicates that, as described on pages 4.7-7 and 4.7-11 of the Final EIR, portions of the site contain grasslands, vernal pools, and threatened and endangered species. Potential impacts to

grasslands are analyzed in Impact 4.7-6, to vernal pools are analyzed in Impact 4.7-2, and to threatened and endangered species are analyzed in Impacts 4.7-2, 4.7-3, 4.7-4, and 4.7-5 of the Final EIR.

Response to Comment 6

The commenter correctly indicates that, as described on pages 4.12-6 through 4.12-8 of the Final EIR, portions of the site are located at the confluence of creeks that experience flood events. Potential impacts due to flooding of these creeks are assessed in Impact 4.13-3, and have been found to be less than significant after MM 4.12-4 has been implemented.

Response to Comment 7

The commenter correctly indicates that, as described on page 4.8-5 through 4.8.7 of the Final EIR, portions of the site contain areas of potential historical and cultural importance. Impacts to historic areas within the SOI Amendment Area are analyzed in Impacts 4.8-2 and 4.8-4 of the Final EIR. Impacts to cultural resources are analyzed in Impacts 4.8-1, 4.8-3, and 4.8-4 of the Final EIR.

Response to Comment 8

The commenter correctly indicates that, as described on page 2-1 of Section 2 of the Final EIR, the site is outside the current city limits in an unincorporated area of Placer County. This comment is acknowledged and will be provided to the decision-makers for review and consideration when deciding whether to approve or deny the proposed project.

Response to Comment 9

The commenter correctly indicates that, as described on page 2-6 of Section 2 of the Final EIR, the site is within the MOU transition area. This comment is acknowledged and will be provided to the decision-makers for review and consideration when deciding whether to approve or deny the proposed project. Refer also to Response to Comment 27-12 for a discussion of the land use designations in the MOU Transition Area.

Response to Comment 10

As reflected in Section 2.5.2 (Project Description, Local Area Formation Commission) of the Final EIR, the project includes the annexation of the WRSP Area into the City's jurisdiction. As reflected in Section 2.3 (Project Objectives) of the Final EIR, Project Objective 2 specifically states that the WRSP would "provide the logical and orderly extension of the City of Roseville in a manner compatible with surrounding land uses, while complementing the pattern and intensity of existing development in the City and providing new benefits to the City." Refer also to Response to Comment 20-14 for a discussion of urban sprawl and impacts on agricultural land.

Response to Comment 11

Refer to Response to Comment 5-2 for a discussion of Placer Parkway alignments.

Response to Comment 12

Existing and adjacent land uses were considered in the cumulative impact analysis for the proposed project, which is found in Section 5.5 of the Final EIR.

The City/County MOU was developed to foster cooperative land use planning between the City and County in an unincorporated portion of Placer County known as the "Transition" area. The Placer County General Plan provides the existing general plan land use designations and zoning for the Transition Area. The WRSP Area is not currently within the jurisdiction of the City of Roseville. However, the project does propose to annex the area into the City's jurisdiction. Following annexation, the project would change the general plan land use designations and zoning for the WRSP Area to accommodate the proposed uses. No specific changes in the general plan land use designations and zoning are proposed for the Remainder Area at this time. The MOU does not establish land use or zoning designations.

As discussed in Impact 4.1-4 (Conversion of Agricultural Land to Developed Uses), which is provided in Section 4.1 (Land Use and Agricultural Resources) of the Final EIR, a total of 22.4 acres (out of a total of 40.2 acres) of Prime Farmland would be converted to urban uses. The entire area of Prime Farmland located on site occurs as an "island" located in the northeast corner of the project site, surrounded by urban uses to the east and south, with no contiguous farmland to the north or west. Mitigation has been provided to reduce this impact to the maximum extent possible, including the provision of 50-foot setbacks that would separate agricultural lands from development, and the off-site acquisition of conservation easements.

The commenter also mentions that the project site has been traditionally set aside as perimeter lands. While the area is located adjacent to the City, and in that regard functions as perimeter lands, it has never been designated as an area that would not, or could not, be developed in the future.

Land Use compatibility was analyzed in Impact 4.1-1 (Potential Incompatibility of Internal Land Uses) of the Final EIR, and the development of a high school and regional sports park was determined to be an appropriate use.

The commenter correctly notes that a wastewater treatment plant is located adjacent to the project site. The Pleasant Grove Wastewater Treatment Plant (PGWWTP) is currently within the City's jurisdiction.

With respect to potential nuisances associated with the PGWWTP, and as discussed in Impact 4.1-1 (Potential Incompatibility of Internal Land Uses), which is provided in Section 4.1 (Land Use and Agricultural Resources) of the Final EIR, a 1,000-foot buffer has been established within which no sensitive uses, such as residences of school facilities, could be provided. In fact, the nearest school structure is located over 1,900-feet from the PGWWTP.

Discharges from the PGWWTP must comply with all prevailing water quality laws and regulations that prevent the discharge of untreated sewage into waters of the United States. This issue was discussed and evaluated in the *Roseville Regional Wastewater Treatment Service Area Master Plan Draft Environmental Impact Report* (WWMP EIR), which was prepared by Environmental Science Associates in May 1996.

Issues related to public safety, such as police and fire protection or hazardous materials exposure, are addressed in Section 4.10 (Public Services) and Section 4.9 (Hazardous Materials and Public Safety) of the Final EIR, which concluded that adequate public safety could be provided with the implementation of all identified mitigation measures and/or compliance with all established laws, regulations, and/or guidelines.

Response to Comment 13

Impacts associated with the development of the sports park and other active recreational facilities are addressed in Impact 4.13-2 (New Sources of Light and Glare), which is provided in Section 4.13 (Aesthetics and Visual Resources) of the Final EIR and Impact 4.5-5 (Citywide Park Noise), which is provided in Section 4.5 (Noise) of the Final EIR. Both impacts concluded that with the implementation of all identified mitigation measures and/or compliance with all established laws, regulations, and/or guidelines, impacts would be reduced to a less-than-significant level.

As described in Section 2 (Project Description), the project proposes significant recreational opportunities for passive recreational uses, as well as open space areas that are intended to support existing biological resources.

The oak woodlands and savanna referenced by the commenter are located within the riparian corridors along Pleasant Grove Creek and Fiddymont Park, which will be preserved as part of the proposed project, in recognition of the habitats. Fiddymont Park is proposed as a passive park. No manicured ball fields or other such facilities are proposed within this area in order to preserve this resource. Contrary to the comment, this area is proposed for hiking, picnicking, and other passive uses.

Response to Comment 14

As reflected by Figure 4.12-2 (On-Site Drainage Improvements and 100-Year Floodplain), much of the existing 100-year floodplain is located within the areas proposed as permanent open space. The analysis on pages 4.12-43 through 4.12-48 in Section 4.12 (Hydrology, Water Quality, and Groundwater) indicates that with the implementation of all identified mitigation measures and/or compliance with all established laws, regulations, and/or guidelines, impacts associated with upstream and/or downstream flooding would be reduced to a less-than-significant level.

Response to Comment 15

If the project is approved by the City of Roseville, a formal sphere of influence amendment and annexation request would be forwarded to LAFCO to initiate their consideration of the proposal before this project could proceed. The City would pre-zone the property until such time as it is annexed. As indicated in Section 2.5.2, on page 2-66 of the Final EIR, LAFCO will consider several items prior to implementation of the proposed project, such as the adequacy of public services and utilities to support the proposed development, as described in a Municipal Services Review report, and the fiscal impacts of the project. The fiscal impacts of the project are described in West Roseville Specific Plan Fiscal Impact Analysis (MuniFinancial, September 8, 2003). Refer also to Response to Comments in Letter 6 for a discussion of LAFCO actions.

Chapter 4 (Environmental Analysis) of the Final EIR fully evaluates environmental impacts related to development of the proposed project, including the amending the City's sphere of influence to include the entire project site and annexing the WRSP Area into the City's jurisdiction. Furthermore, CEQA does not require a fiscal analysis as part of the environmental review process (Section 15131 (a) of the CEQA Guidelines: *Economic or social effects of a project shall not be treated as significant effects on the environment*).

Response to Comment 16

The commenter is correct in noting that, as discussed on page 4.7-7, and analyzed in Impact 4.7-8 of the Final EIR there are approximately 80 acres of blue oak woodland in the WRSP Area, occurring primarily within the vicinity of the confluence of Pleasant Grove Creek and Kaseberg Creek in the Fiddymont Ranch portion of the WRSP Area. The largest concentration of this community is located in the central eastern portion of the Fiddymont Property, north of existing Phillip Road. Impacts to oak trees, as stated in the Final EIR on page 4.7-55, could be as high as 325 individual trees, or approximately 5,812 inches. Short-term impacts would be significant and unavoidable due to the temporary loss of mature oaks within the area. However, long term impacts would be less than significant due to the extensive mitigation plantings, approximately 45.6 acres would be planted, with 150 trees per acre, or 6,840 total

trees, that would occur within the area of Pleasant Grove Creek and Kaseberg Creek. The trees would mature and replace the value of the trees that were lost as a result of the proposed project.

The commenter asks that no development be allowed within the blue oak groves to preserve them in their current state, and that no off-site mitigation be allowed. As stated on page 4.7-55 of the Final EIR, the proposed project includes multiple measures to protect blue oak tress and preserve the majority of the native oak trees at the site. Specifically, the WRSP proposes to minimize losses of oak trees by designating approximately 685 acres of the WRSP Area in open space preserves along Pleasant Grove Creek and Kaseberg Creek and in proposed Fiddymment Park where the greatest concentration of native oaks occurs. In addition, a dense grove of existing oak trees in Fiddymment Park would be protected. However, removal of oak trees would be necessary to accommodate building footprints, roadways and other project related facilities in the northern section of the WRSP. The significance of this removal has been discussed in the previous paragraph. All oak tree mitigation would occur on site in the oak tree mitigation planting areas identified on Figure 4.7-7 (page 4.7-56) of the Final EIR. The open space areas along Pleasant Grove Creek provide adequate land area for planting mitigation trees.

Response to Comment 17

As noted of page 4.7-2, the proposed project includes a total of 684.6 acres of dedicated open space. The areas designated as open space have been selected in such a way as to maximize the preservation of biological resources. As illustrated in Figure 4.7-2 of the Final EIR, these dedicated open space areas contain significant portions of the land surrounding Pleasant Grove Creek, Kaseberg Creek, and Curry Creek, as well as other areas of significant biological value such as areas with high concentrations of vernal pools and wetlands. Cumulative impacts of the proposed project, including cumulative impacts to Pleasant Grove Creek and Kaseberg Creek, are discussed in Section 5 (CEQA Considerations), on pages 5-65 through 5-67. Over 1,800 acres of grassland habitat, and 118.5 acres of wetland and vernal pool habitat, would be preserved in perpetuity by this project. Substantial evidence supports the conclusion in the EIR (and the Final Biological Opinion dated November 20, 2003) that the project will not cause a significant adverse impact to a rare, threatened, or endangered species.

As stated on page 4.7-17 of the Final EIR, formal surveys were not performed to determine the presence or absence of the vernal pool tadpole shrimp (*Lepidurus packardii*) for the following reason:

Although specific surveys for vernal pool fairy shrimp or vernal pool tadpole shrimp were not conducted for the SOI Amendment, the species is very likely to occur in both the WRSP Area and Remainder Area and is assumed to be present throughout the vernal pools on the project site.

Assuming presence is a common and appropriately conservative method of dealing with areas that are likely to have listed vernal pool crustacean species. Impact 4.7-2 on pages 4.7-37 through 4.7-40 assesses the project-related impacts to all federally listed vernal pool crustaceans that have been identified, or are

assumed to be present, within the SOI Amendment area. Mitigation measures and conservation efforts that have been developed through consultation with the USFWS are identified and discussed within MM 7.4-1, MM 7.4-2, and MM 7.4-3 on pages 4.7-32 through 4.7-42 of the Final EIR.

Response to Comment 18

The Final EIR analyzes impacts to biological resources pursuant to the requirements of CEQA and the CEQA Guidelines; impacts associated with a “take” of a sensitive species are addressed through the Section 404 permit process (required by the USACE) and the Section 7 Consultation Process (required by the USFWS). As indicated in Section 4.7 (Biological Resources) of the Final EIR, not all impacts can, in fact, be reduced to a less-than-significant level. Significant and unavoidable impacts would occur with respect to loss of oak trees, for example.

Through consultation under Section 7 of the Endangered Species Act, a “No Jeopardy” opinion has been issued by the USFWS (as part of the Final Biological Opinion dated November 20, 2003, and included as Appendix Y in the Final EIR), that states impacts to vernal pools have been reviewed by the appropriate agencies, which include the USACE and the USFWS, and mitigation has been provided to reduce impacts to a less-than-significant level.

Response to Comment 19

The cumulative impact analysis provided in Section 5 (CEQA Considerations) of the Final EIR was prepared in compliance with Sections 15065(c), 15130, and 15355 of the CEQA Guidelines, which requires that impacts associated with a proposed project together with other projects causing related impacts is considered in a Final EIR. Specifically, cumulative biological impacts were analyzed in Section 4.7.4 (Biological Resources, Impacts, and Mitigation Measures) of the Final EIR. The Placer Vineyards project, as well as the previously analyzed and approved Specific Plans, were included in the cumulative analysis for the proposed project, as reflected in Table 5-2 (City of Roseville Buildout Development Forecasts by Plan Area).

Response to Comment 20

A full discussion of the Placer Legacy Open Space and Agricultural Conservation Program (Placer Legacy) and its applicability to the proposed project can be found in Impact 4.7-12 on pages 4.7-62 through 4.7-64 of the Final EIR.

Response to Comment 21

The text identified on page 4.12-2 of the Final EIR states that, “As discussed in Chapter 4 of this EIR, Environmental Analysis, minor changes have been made to the proposed land uses for the WRSP since

publication of the NOP. Overall, the total amount of open space increased by 34.9 acres, primarily along the western boundary of the WRSP Area. However, the total amount of area to be disturbed is very similar to the prior land use plan. The open space corridors along Pleasant Grove Creek and Curry Creek have not changed. For these reasons, impacts related to hydrology and water quality would be reduced relative to the project described in the NOP.”

Response to Comment 22

The hydrologic and hydraulic analysis provided for the public and agency review utilized models from the Placer County Flood Control to delineate the 100-year floodplain for Pleasant Grove Creek and tributaries. The 100-year Pleasant Grove Creek floodplain delineation was based on ultimate build-out peak flow conditions and was required because the current Flood Insurance Rate Maps (FIRM) do not provide detailed floodplain delineation through the project limits. The delineation currently concludes at the City of Roseville-Placer County corporate limits near Fiddyment Road.

The hydrologic (HEC-1) modeling results indicate detention within the WRSP is not recommended because peak flows in the lower portions of the watershed without detention are accelerated prior to peak flows from the upstream watershed coinciding at the WRSP project location. Detention facilities in place in the lower portions of the Pleasant Grove Creek watershed would likely delay peak flows, in turn potentially increasing flows downstream. This conclusion is consistent with the drainage results from the North Roseville Specific Plan located upstream of the WRSP where no detention was required by the City of Roseville. The WRSP Master Drainage Study analyzed 100-, 25-, 10-, and 2-year frequency peak flow comparisons between pre-WRSP vs. post-development conditions.

As indicated by Figure 4.12-4, which is provided in Section 4.12 (Hydrology, Water Quality, and Groundwater) of the Final EIR, development on the WRSP Area would occur outside of the PGC main branch and its tributaries, and outside of the 100-year floodplain. In addition, upstream watershed conditions were considered in the development of the 100-year flood plain delineation.

Each outfall that drains the on-site development will discharge into a water quality facility (grassy swale, sedimentation basin, oil/grit separator, etc.) to minimize water quality impacts to the receiving waters.

An extensive literature review conducted as part of developing the City's Creek and Riparian Management and Restoration Plan did not identify any documented occurrences of steelhead or salmon in the Pleasant Grove Watershed (Roseville Creek and Riparian Management and Restoration Plan - Existing Conditions and Assessment Report, October 2, 2003). Similarly, there is no known evidence that Curry Creek or any of its tributaries support anadromous fish. It is likely that fish are not present in the Pleasant Grove watershed, including Pleasant Grove and Curry Creeks within the project area, because

there are comparably higher water temperatures and little to no spawning habitat (Merron, Pers. Com. 11-19-03). Suitable habitat for the different life history stages of these fish species does occur in the Dry Creek watershed. However, the proposed design of the detention basins would not preclude restoration efforts to support fish in the future. These basins have been designed to operate in a natural state and would only detain water during large storm events over a short period of time. Further, the detention basins have been included in the impact analysis for the 404 permit, and mitigation measures for impacts to waters of the U.S. will be provided as part of the project.

Response to Comment 23

The City is finalizing a National Pollution Discharge Elimination System Permit with the State for municipal systems. The City has developed a Storm Water Management Plan (described in the Hydrology Section of the Final EIR) that requires the City to meet various permit requirements to ensure that non-point source pollutants are reduced. The City's SWMP is available for review on the City's web site (www.roseville.ca.us). The NPDES Permit is also available for review on the State Regional Water Quality Control Board Website. Development projects within the WRSP will be required to comply with the provisions of the City's permit, and provide specific design controls to ensure that nonpoint source pollutants are reduced or eliminated. Examples of the types of measures that will be required can be found in the California Stormwater Quality Association Stormwater Best Management Practice Handbook, New Development and Redevelopment, which include source runoff controls (i.e., roof runoff controls, efficient irrigation methods, storm drain signage, use of pervious pavements and alternative building materials) and treatment controls (i.e., infiltration benches and basins, constructed wetlands, detention basins, vegetated swales, water quality inlets, media filters, and separators).

Response to Comment 24

The comment provides information regarding levels of impervious cover and statements regarding development in the upstream areas of Pleasant Grove Creek. The comment questions whether cumulative IC (impervious cover) was analyzed in the cumulative analysis of the Final EIR. The cumulative analysis for hydrology and water quality is contained on pages 5-91 through 5-104 of the Final EIR and evaluates impacts to hydrology and water quality for development within the watershed.

Specifically, the hydrologic and hydraulic analysis provided for the public and agency review utilized hydrologic and hydraulic models from the Placer County Flood Control District (PCFCWD) and standards to analyze impacts to the Pleasant Grove, Curry Creek, and tributaries within the specific plan and downstream areas. The hydrologic modeling was based on early 1990 regional studies, but the hydrologic models were updated to the Kinematic Wave and Muskingum-Cunge routing criteria

required in the Placer County Stormwater Management Manual. The modeling parameters are consistent with the Dry Creek watershed modeling parameters that were calibrated after the 1995 flood event.

Historical high water marks along Pleasant Grove Creek and Curry Creek are unknown and/or unattainable at this time. Therefore, roughness coefficients through the main branch and tributaries were assumed based on field inspections and previous studies within Placer County. Additionally, City of Roseville's staff recommended a conservative approach to delineating 100-year flooding limits to prevent any future problems. Flooding from recent historical events (1986, 1995, 1997) has required the city to construct flood projects within several existing subdivisions. This hydraulic analysis, therefore, assumes roughness coefficients from .04-.07 in the Pleasant Grove Creek main branch, and roughness coefficients from .06-.1 in the tributaries to account for un-maintained channel conditions with vegetative growth. Land use designations currently are assumed out of the flood plain limits; however, the developed condition exhibits proposed fill areas where the flood plain encroaches into the land use area.

The commenter's comments relate to the Pleasant Grove Creek watershed. The HEC-1 analysis, prepared to evaluate the hydrology conditions for the project, considers the cumulative development of the watershed, including the development projects listed by the commenter (North Industrial, North Roseville, Del Webb, and portions of the Northwest plan areas of Roseville). The HEC-1 analysis was used previously in evaluating project-specific hydrologic conditions for these projects as well.

For the proposed WRSP and Remainder Area, the Master Drainage Study (June 2003) (Tables 6 and 7 on page 22) prepared for the project considered the impervious surfaces of the proposed project and assumed impervious surfaces for upstream development. The HEC-1 model, as described in the Master Drainage Study, includes assumptions about the percentage of impervious surface for the Remainder Area.

The comment incorrectly states that no land has been set aside within the WRSP to mitigate flooding. The WRSP includes 670 acres of open space preserves, along creeks, that provide flood control benefit. The hydrologic (HEC-1) modeling results indicate detention within the Pleasant Grove Creek watershed is not recommended because peak flows in the lower portions of the watershed without detention will accelerate prior to peak flows from the upstream watershed coinciding at the WRSP project location. Detention facilities in place in the lower portions of the Pleasant Grove Creek watershed would likely delay peak flows, in turn potentially increasing flows downstream. This conclusion is consistent with the drainage results from the North Roseville Specific Plan located upstream of the WRSP where no detention was required by the City of Roseville. The WRSP Master Drainage Study analyzed 100-, 25-, 10-, and 2-year frequency peak flow comparisons between pre- vs. WRSP post-development conditions to determine this conclusion. The 100-year Pleasant Grove Creek floodplain delineation was based on

ultimate build-out peak flow conditions and was required because the current Flood Insurance Rate Maps (FIRM) do not provide a detailed floodplain delineation through the project limits. The delineation currently concludes at the City of Roseville-Placer County corporate limits near Fiddymont Road.

With the Westpark project located at the headwaters of the Curry Creek watershed, hydrologic analysis produced results indicating that detention basins are recommended at key locations to lessen development peak flows to below pre-development conditions.

The Westpark property proposes five detention basins within the property to mitigate peak flows. Two of the detention basins, DBC-6 & DBC-8, would be located within the Curry Creek tributary in series to mitigate post project flows in the largest portion of the specific plan. Three smaller basins are required to mitigate peak flows in localized sheds. The hydrologic models in the Master Drainage Study assumed rectangular configurations in order to define mitigation requirements, but the basins will be reconfigured within the designated site plan area to provide the required mitigation. Additional information regarding the proposed detention basins is included on pages 4.12-43 and 4.12-44 and in Figure 4.12-5 of the Final EIR.

