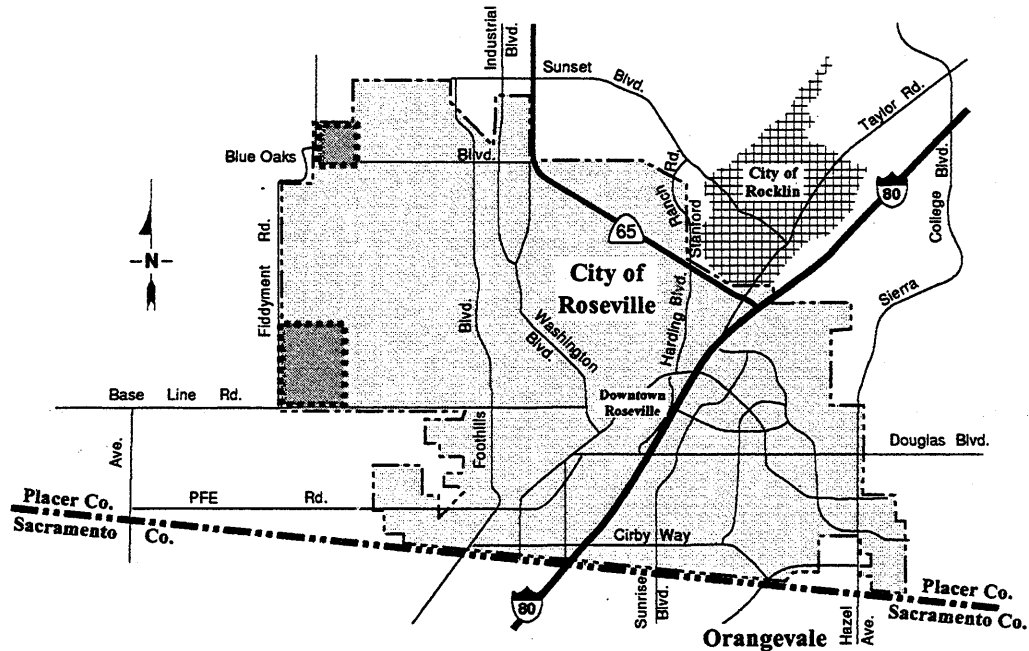


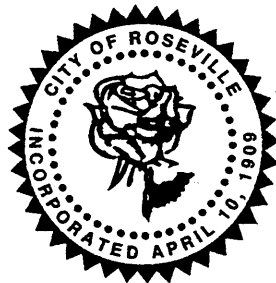
North Roseville Specific Plan Phase II

Final Subsequent Environmental Impact Report
SCH #98112063



PREPARED FOR THE

**City of Roseville
Planning Department**



PREPARED BY



May 1999

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APPENDIX A Mitigation Monitoring Program

1. INTRODUCTION

1. INTRODUCTION

This Final Subsequent Environmental Impact Report (FSEIR) for Phase II of the North Roseville Specific Plan (NRSP) was prepared in order to respond to public comments received on the Draft EIR, which was circulated from March 2 to April 15, 1999.

Project Background

The NRSP is intended to provide comprehensive planning for over 1,300 acres of remaining land in the northern and western portion of the incorporated City of Roseville. The NRSP EIR was certified and Phase I of the NRSP was approved in 1997. While a conceptual land use plan for Phase II was included in the NRSP and land uses for Phase II were analyzed in the EIR, no land use or zoning entitlements were granted for Phase II. The NRSP recognized that granting of such entitlements would require future action by the City. The project proponents are now requesting that the City approve the necessary entitlements for Phase II. Since the NRSP EIR was certified, several minor changes have been proposed to Phase II of the Specific Plan.

The Draft SEIR evaluated the potential environmental effects that could result from implementation of Phase II. The FSEIR has been prepared in conformance with the California Environmental Quality Act (CEQA), pursuant to section 15132 of the CEQA Guidelines. The Draft SEIR, completed in March 1999, is hereby incorporated into this FSEIR by reference. This Final SEIR describes substantive changes made to Phase II of the NRSP since release of the DSEIR, primarily as a result of ongoing negotiations between the City and the Applicant, or from public comments received on the DSEIR (see Chapter 2). This FSEIR also presents substantive comments and recommendations received on the Draft SEIR (see Chapters 3 and 4). It also provides responses to substantial environmental issues raised by those comments.

The FSEIR includes both written and oral comments received during the 45 day public review period. The FSEIR also includes a summary of verbal comments received during a public hearing held before the Roseville Planning Commission on April 15, 1999, and at meetings of the City Transportation and Parks and Recreation Commissions. A summary of these verbal comments is included in this document.

Contents of the Final EIR

Responses to all substantive comments were prepared by the lead agency and its consultant in accordance with the CEQA Guidelines. Comments and responses are grouped by letter and where appropriate, responses are cross-referenced between two letters. As the subject matter of

one topic may overlap between letters, the reader must occasionally refer to more than one letter and response to collect all information on a given subject. Where this occurs, cross-references are provided.

These comments and responses, in conjunction with the Draft SEIR and the text changes, constitute the FSEIR, which will be considered for certification by the City of Roseville City Council. In addition, a separate Mitigation Monitoring Plan (MMP) has been prepared for the project pursuant to the California Public Resources Code (PRC) 21081.6, and appears in Appendix A of this document.

The Final SEIR is organized as follows:

Chapter 1 - Introduction

Chapter 2 - Changes to Phase II of the NRSP and the Draft SEIR: This chapter lists the changes to Phase II of the NRSP and the Draft SEIR made either in response to comments or at the initiative of the lead agency.

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

Chapter 4 - Public Hearing Comments and Responses: This section includes comments made at the Planning Commission, as well as the Transportation and Parks and Recreation Commissions.

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

2. CHANGES TO THE DRAFT SEIR

2. CHANGES TO THE DRAFT SEIR

Introduction

During the public comment period, a number of comment letters and speakers at the public hearings provided additional information on the Draft SEIR. This information identified specific minor inaccuracies in the Draft SEIR text and/or figures, or provided updated information. Specifically, many commentors requested that Junction Boulevard be extended to "T" into Baseline Road with Baseline Road maintaining its existing alignment. This intersection configuration was requested to be considered as an alternative to the proposed Junction Boulevard alignment. The additional information provided in the comment letters and by speakers at public hearings is contained in Chapters 3 and 4, respectively, of this Final SEIR. None of the information presented or the resulting revisions to the Draft SEIR resulted in a change in the substantive conclusions of the Draft SEIR (i.e., identification of new significant impacts).

Changes Between the Specific Plan and the Draft SEIR

The proposed project described in the Draft SEIR differs slightly from the North Roseville Specific Plan and Design Guidelines Phase 1 and Phase 2 that was released for public review on March 3, 1999. The changes are described below.

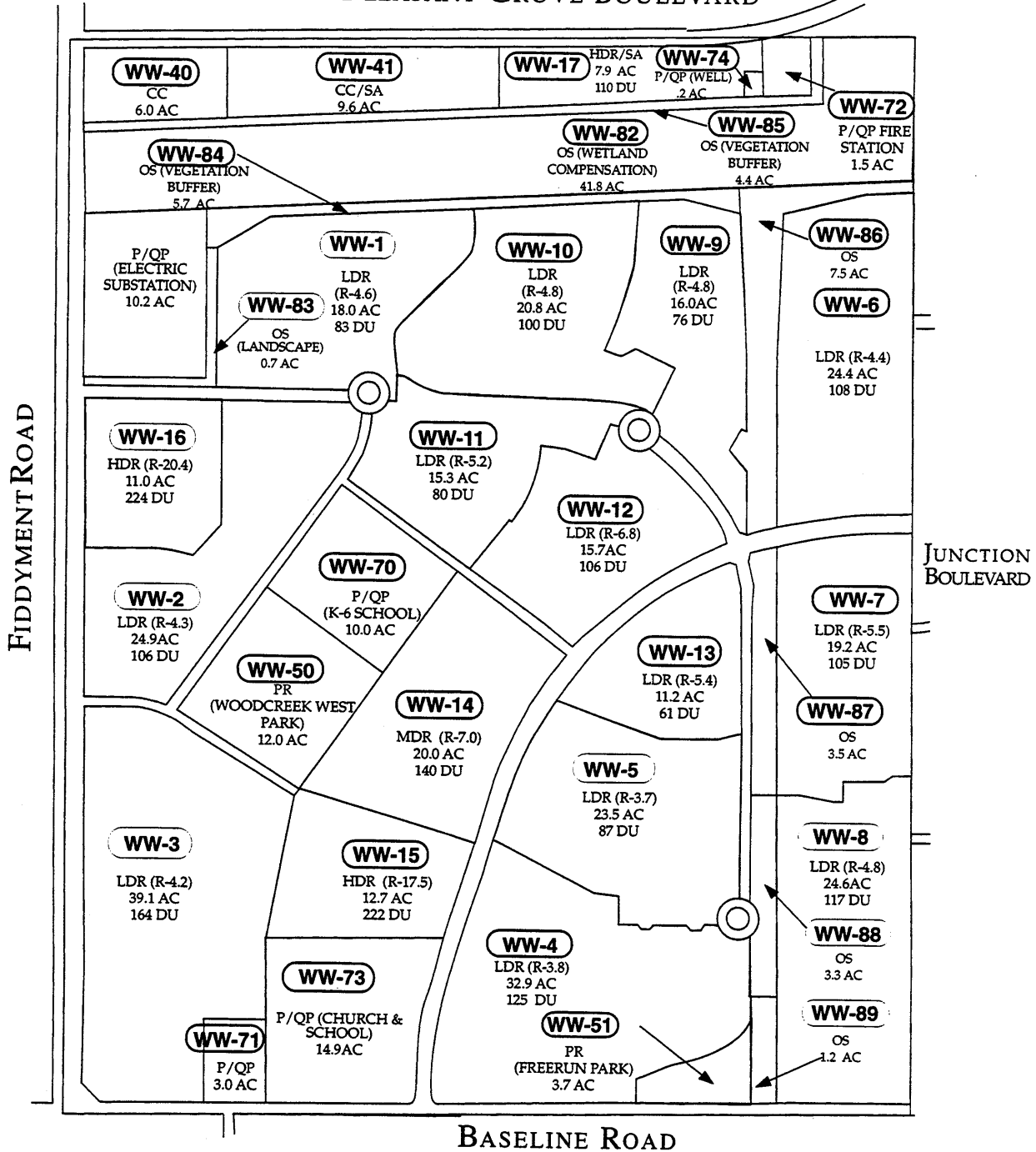
A traffic signal at Junction Boulevard and the collector street within Neighborhood D which provides access to the elementary school has been added to the initial phase of development.

An option of a "T" intersection of Junction Boulevard into Baseline Road is included in the Specific Plan. Under that option the changes include:

- A reduction in right-of-way acreage.
- A reduction in acreage in the parcel dedicated for the school administration.
- Slight increase in acreage for low density residential with a minor decrease in unit density.

These changes are illustrated on the "T" Intersection Alternative Alignment Option Figure 2-1 and Land Use Table 2-1.

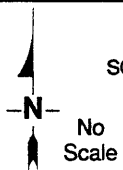
PLEASANT GROVE BOULEVARD



FIDDYMENT ROAD

JUNCTION BOULEVARD

BASELINE ROAD



SOURCE: Wade and Associates, April 1999.



10216

Figure 2-1
"T" Intersection
Alternative Alignment Option

TABLE 2-1

"T" INTERSECTION
ALTERNATIVE ALIGNMENT OPTION

Parcel	Zoning	Land Use	Density	Net Acres	Units
WW-1	R1	LDR	4.6	18.0	83
WW-2	R1	LDR	4.3	24.9	106
WW-3	R1	LDR	4.2	39.1	164
WW-4	R1	LDR	3.8	32.9	125
WW-5	R1	LDR	3.7	23.5	87
WW-6	R1	LDR	4.4	24.4	108
WW-7	RS	LDR	5.5	19.2	105
WW-8	RS	LDR	4.8	24.6	117
WW-9	R1	LDR	4.8	16.0	76
WW-10	R1	LDR	4.8	20.8	100
WW-11	RS	LDR	5.2	15.3	80
WW-12	RS	LDR	6.8	15.7	106
WW-13	RS	LDR	5.4	11.2	61
WW-14	RS	MDR	7.0	20.0	140
WW-15	R3	HDR	17.5	12.7	222
WW-16	R3	HDR	20.4	11.0	224
WW-17	R3/SA	HDR	13.9	7.9	110
WW-40	CC	Commercial		6.0	
WW-41	CC/SA	Commercial		9.6	
WW-50	PR	Park/Detention		12.0	
WW-51	PR	Park/Detention		3.7	
WW-70	P/QP	Elementary School		10.0	
WW-71	P/QP	School Administration		3.0	
WW-72	P/QP	Fire Station		1.5	
WW-73	P/QP	Church/School		14.9	
WW-74	P/QP	Well Site		0.2	
WW-82	OS	Wetland Compensation		41.8	
WW-83	OS	Open Space (Landscape)		0.7	
WW-84	OS	Open Space (Vegetation Buffer)		5.7	
WW-85	OS	Open Space (Vegetation Buffer)		4.4	
WW-86	OS	Open Space		7.5	
WW-87	OS	Open Space		3.5	
WW-88	OS	Open Space		3.3	
WW-89	OS	Open Space ROW - Woodcreek West		1.2 26.4	
TOTAL				492.6	2,014

Source: Wade Associates, April 1999.

Under this option there would be no change in the number of residential units included under the proposed project. The only changes would be a slight reduction in land set aside for road right-of-way and a slight reduction in acreage for the parcel dedicated for the school administration offices resulting in a slight increase in acreage for low density residential. These changes would not result in any changes in the environmental analysis, including the traffic analysis, prepared for the proposed project.

Changes to the Draft SEIR

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

Appendix C: Traffic and Circulation

Table C-4 on page C-13 is revised to reflect that the Woodcreek Oaks/Pleasant Grove, Woodcreek Oaks/Junction Boulevard, and the Sun City/Pleasant Grove intersections are all signalized. The footnote reference has been stricken as shown below:

TABLE C-4

EXISTING LEVELS OF SERVICE AT SIGNALIZED INTERSECTIONS
(P.M. Peak Hour)

Intersection	Volume/Capacity Ratio	Level of Service
Washington Blvd. at Blue Oaks Blvd.	0.63	B
Foothills Blvd. at Blue Oaks Blvd. ¹	0.33	A
Foothills Blvd. at Pleasant Grove Blvd.	0.49	A
Foothills Blvd. at Junction Blvd.	0.56	A
Foothills Blvd. at Baseline Rd./Main St.	0.71	C
Foothills Blvd. at Cirby Way	0.77	C
Riverside Ave. at Cirby Way	0.99	E
Washington Blvd. at Pleasant Grove Blvd.	0.26	A
Washington Blvd. at Junction Blvd.	0.47	A
Washington Blvd. at Main St.	0.59	A
Woodcreek Oaks Blvd. at Pleasant Grove Blvd.	n/a ²	A
Woodcreek Oaks Blvd. at Junction Blvd.	n/a ²	A
Woodcreek Oaks Blvd. at Baseline Rd.	0.69	B
Fiddymment Rd. at Baseline Rd.	n/a ²	A
Fiddymment Rd. at Pleasant Grove Blvd.	n/a ²	A
Sun City Blvd. at Pleasant Grove Blvd.	n/a ²	A
Fiddymment Rd. at Del Webb Blvd.	n/a ²	A

Source: DKS Associates, 1995.

- Notes: 1. Although not currently signalized, intersection meets signal warrants and is planned for traffic signalization in near future. Therefore, the traffic analysis assumes signalization at this location.
2. Stop-controlled intersection: volume-to-capacity ratio does not apply.

Table C-6 on page C-31 is revised to reflect that Stanford Ranch Road between Fairway and the city limits is proposed for six lanes instead of four lanes as shown below:

TABLE C-6
2010 MARKET ROADWAY IMPROVEMENTS IDENTIFIED IN PREVIOUS
DOCUMENTS

Project	2010 Market-GP EIR	Del Webb SP EIR	NEC M-2 Line Exp. EIR	HP Master Plan EIR	Highland Reserve North SP EIR	North Roseville SP EIR	Stoneridge SP EIR
Roadway Widening							
Atlantic St. (4 lanes) - Vernon to Harding	X						
Baseline Rd. (4 lanes) - City limits to Foothills	X						
Blue Oaks Bl. (5 lanes) - Industrial to Foothills		X		X			
Blue Oaks Bl. (4 lanes) - Foothills to Woodcreek Oaks				X			
Blue Oaks Bl. (6 lanes) - HP Collector 'B' to Foothills						X	
Cirby Wy. (5/6 lanes) - Foothills to Oak Ridge	X						
Eureka Bl. (6 lanes) - Douglas to Professional	X						
Foothills Bl. (6 lanes) - Cirby to Pleasant Grove	X						
Foothills Bl. (6 lanes) - Pleasant Grove to 500' north		X					
Foothills Bl. (6 lanes) - 500' n/o Pleasant Grove to HP South Gate				X			
Riverside Ave. (6 lanes) - Cirby to Orlando	X						
Rocky Ridge Dr. (6 lanes) - Professional to n/o Target	X						
Roseville Pkwy. (4 lanes) - City limits to Sierra College	X						
Roseville Pkwy. (5 lanes) - Pleasant Grove to 500' north					X		
Roseville Rd. (4 lanes) - City limits to Cirby Way	X						
Sierra College Bl. (4 lanes) - Douglas to Rocklin limits							X
Sierra College Bl. (6 lanes) - County line to Douglas	X						
Stanford Ranch Rd. (4 <u>6</u> lanes) Fairway to City limits	X				X		
S. Cirby Way (4 lanes) - Rocky Ridge to Old Auburn	X						
Sunrise Ave. (6 lanes) - County line to Madden	X						
Taylor Rd. (4 lanes) - I-80 to City limits	X						
Washington Bl. (4 lanes) - Sawtell to Blue Oaks	X						

Source: DKS Associates, 1998.

3. WRITTEN COMMENTS AND RESPONSES

Arthur G. Baird
3843 Kenwood Way
Roseville, California 95747

RECEIVED

April 3, 1999

APR 06 1999

Chris Robles
Senior Planner
Roseville Planning Department
316 Vernon Street #104
Roseville, CA 95678

PLANNING DEPARTMENT

RE: NORTH ROSEVILLE SPECIFIC PLAN PHASE II

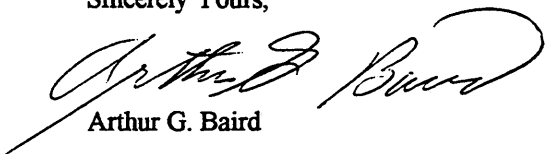
Dear Sir,

I live in the area south east of Baseline Road and Crowder Lane known as Bianchi Estates. This area will be intensely impacted by the area to be developed north of Baseline known as Woodcreek West. At about the same time we will be further impacted by the proposed Morgan Creek Golf and Country Club Development just to the south of Vineyard Road in Placer County.

I am concerned over the following items:

- 1. Putting a sound wall on the north side of Baseline road will reflect the sound into Bianchi Estates. If a sound wall is erected on one side of baseline, then a sound wall needs to be erected on both sides.] 1-1
- 2. During heavy rains the water coming through the ditch in Bianchi estates rises to the point it makes both Muirwood and Kenwood impassable and threatening several houses until the water recedes. I suspect that turning pasture into driveways, streets and rooftops will make this situation much worse.] 1-2
- 3. Light from the development will destroy the peaceful rural night atmosphere we have currently.] 1-3
- 4. Moving Baseline to merge into Junction may create a traffic flow through Bianchi estates from the Morgan Creek Development residents trying to avoid the Crowder/Baseline intersection when going in to Roseville or the shopping centers on Foothill Blvd.] 1-4
- 5. The proposed relocation of Walerga to meet Fiddymment and installing a traffic signal there will make it almost impossible to get onto Baseline from Crowder during the morning or evening commute times. Getting onto Baseline at these times is already exciting enough as it is. A signal at Fiddymment will back up traffic past Crowder.] 1-5
- 6. I do not have statistics on the accident rate at Fiddymment and Baseline, but from what I have seen from my balcony, I suspect it is one of the most dangerous intersections in Placer County. This seems to have occurred since the traffic increase with the Sun City Development and more traffic may make it even worse.] 1-6

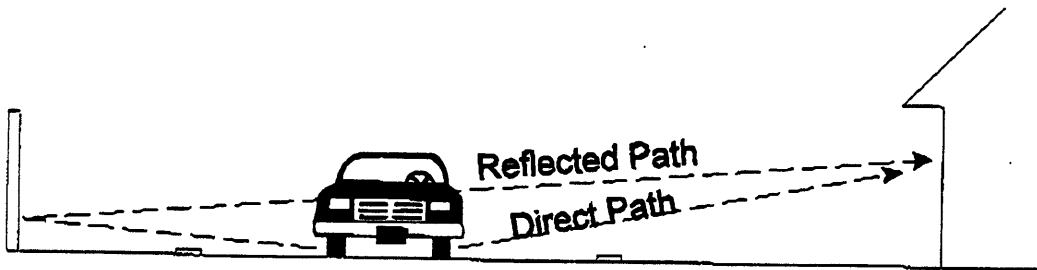
Sincerely Yours,


Arthur G. Baird

COMMENT LETTER 1: Arthur G. Baird**Response to Comment 1-1:**

Figure 1 is a simple illustration of the sound travel paths associated with noise barrier reflections. In theory, if 100 percent of the incident traffic noise were reflected perfectly off of the proposed noise barrier, without being absorbed or diffused, the total traffic noise level increase at the receiver would be approximately 1-2 dB higher than would be received at the nearest residence if the noise barrier were not constructed. The 1-2 dB increase is due to the fact that the reflected sound must travel farther to reach the nearest receiver in the Bianchi Estates development than the direct sound, as generally illustrated by Figure 1.

Figure 1 - Noise Barrier Reflection Characteristics - not to scale, for illustration only.



In practice, a perfect 100 percent sound reflection would not occur due to partial absorption and diffraction of sound which occurs at the surface of the barrier. Therefore, an increase of approximately 1 dB or less at the residences in question would be expected due to barrier reflection. Because a 3 dB change in similar noise sources is typically required before a change is perceived, the increase in traffic noise resulting from reflections off of the proposed Baseline Road noise barrier may very well be imperceptible. Variations in topography and landscaping would further reduce the amount of reflected sound, which would be absorbed or diffused.

In conclusion, the actual amount of reflected sound received at the residences in the Bianchi Estates development would depend on the proximity of those residences to the roadway, as well as the barrier type and surface porosity. Nonetheless, even under worst-case theoretical estimates of barrier reflection, the potential for reflected sound on existing residences located near the roadway is not likely to be perceptible, and would be less than significant.

Response to Comment 1-2:

Bianchi Estates is adjacent to Neighborhood D of the Plan Area. As discussed on page 4-17 of the Draft SEIR and in Section 4.4, Hydrology and Water Quality in the NRSP EIR, development of Phase II of the NRSP would create approximately 38 percent of impervious surface area in Neighborhood D. Development of the site would alter the existing runoff patterns and

conveyance capacities on the site. Two on-site detention basins are planned for in Neighborhood D. As discussed on page 4-17 of the Draft SEIR, one approximately six-acre detention basin is proposed in the western portion of Neighborhood D adjacent to Curry Creek within park parcel WW-50. The second detention basin is planned adjacent to Baseline Road within park parcel WW-51. This basin would be approximately 3 acres in size and would detain 4-5 acre-feet of water. This detention basin will reduce peak storm flows associated with larger storms up to 80 percent of predevelopment flows. In other words, the basin will decrease flows by 20 percent below existing conditions in the area south of Baseline Road, resulting in a benefit to properties adjacent to the southside of Baseline Road. The inclusion of these two detention basins will ensure that off-site flooding (e.g., to the south of the project site) is not exacerbated by development of the project by detaining project flows until capacity is available in the local drainage system.

Response to Comment 1-3:

Issues associated with an increase in light from the proposed project are discussed in greater detail in Section 4.7, Aesthetics and Visual Resources in the NRSP EIR. The City of Roseville Design Guidelines require that any lighting fixtures include “cut off” lights except for street lights. The use of “cut off” lighting will screen and direct light into specific areas and prevent it from spilling into areas where it is not needed. For example, as discussed on page 4.7-15 of the NRSP EIR, with cut-off fixtures a security light can be directed towards a parking area and “cut off” at the fence line. This would prevent light from spilling over into surrounding areas.

In addition, lighting of parks (athletic fields) is not required by the city to include “cut off” fixtures because lights used in athletic fields are only used during games and are shut off after games (usually by 10:30 p.m.). Lighting of the active parks in Neighborhood D is not proposed; therefore, lighting impacts on existing residences located to the south of Baseline Road is less than significant.

Response to Comment 1-4:

The revised intersection of Crowder Lane and Baseline Road under the proposed project would be the same distance from Fiddymment Road as the current intersection of these two roadways. The distance between the Crowder Lane and Fiddymment Road (about 800 feet) will provide adequate distance under the proposed project to store vehicle queues at the Fiddymment Road/Baseline Road intersection without blocking the Crowder Lane/Baseline Road intersection. The installation of traffic signals at Baseline Road and Fiddymment Road and Baseline Road and Junction Boulevard would create gaps in traffic which would allow easier access to Crowder Lane. In addition, the construction of a center turn lane on Baseline Road would assist traffic accessing Crowder Lane. With these improvements, Crowder Lane should remain as the preferred travel route and it is not anticipated that the traffic flow would be diverted through the Bianchi Estates neighborhood. This condition would be the same under either the proposed project or the Baseline Road/Junction Boulevard “T” intersection option described in Chapter 2.

Response to Comment 1-5:

The realignment of Walerga Road is a project proposed by Placer County. A signal would be required at the intersection of Baseline Road and Fiddymont Road even if Walerga Road were not realigned. A traffic signal at this location would create gaps in the Baseline Road traffic stream that would improve traffic movements at the Crowder Lane/Baseline intersection. In addition the center turn lane noted above would improve traffic movements at the Crowder Lane/Baseline Road intersection. This condition would be the same under either the proposed project or the Baseline Road/Junction Boulevard "T" intersection option described in Chapter 2.

Response to Comment 1-6:

Over the last three years the accident rates at this intersection have been slightly above and in some instances below other similar intersections within the city. This intersection does not demonstrate an extraordinarily high incidents of accidents.

According to the City's engineering department, there were three accidents at this intersection in 1997, none in 1998, and two so far in 1999. The proposed project will construct a traffic signal at this intersection which will further increase the safety of this intersection.

RECEIVED

APR 08 1999

PLANNING DEPARTMENT



Peter W. Gissing

116 Sonoma Court

Roseville, California 95747

April 7, 1999

City of Roseville
Planning Department
Mr. Chris Robles, Senior Planner
316 Vernon Street, Suite 104
Roseville, California 95678

Dear Chris,

I have reviewed the NRSP, Phase II SEIR dated February 1999. Traffic remains my major concern. I believe the comments I made in my December, 1998 letter still apply. Additionally, the intersection of Fiddymont and Baseline is a serious problem, especially as the level of service degrades from "C" to "D".

2-1

Two of the figures in Appendix C--Figures C-8 and C-9--show Walerga being realigned to be a continuation of Fiddymont to the south. Since this realignment would be a County project, when would you expect it to be completed? A dangerous traffic situation currently exists on Baseline Road between Fiddymont and Walerga. Drivers turning onto Baseline from Walerga who intend turning left onto Fiddymont do not accelerate to the speed limit for that short distance. The same is true for drivers who turn onto Baseline from Fiddymont and intend to turn left onto Walerga. The hazard is created when these drivers pull out in front of traffic traveling at the speed limit or faster on Baseline, and the speed limit is 55 mph. This situation will be exacerbated by the increased traffic from the development in Phase II plus Phase I, especially when Junction is connected to Fiddymont/Baseline. The sooner the realignment is completed, and traffic signals installed, the safer that intersection will be.

2-2

Baseline is the major traffic route from North Roseville to North Sacramento County and the airport. Many people use it to get to Walerga and Watt Avenue. It seems to me the Daily Traffic Volumes would be higher than shown in Figures C-8 and C-9.

2-3

One other question that could impact traffic flow. Is the intersection of Woodcreek Oaks and Blue Oaks going to be a complete four-way intersection with no restrictions on left turns other than traffic signals? I would hope a rumor I heard to the contrary was completely false.

2-4

Sincerely,

COMMENT LETTER 2: Peter W. Gissing

Response to Comment 2-1:

The commentor submitted a comment letter dated December 3, 1998 in response to the Notice of Preparation prepared for the project (please see Appendix B in the Draft SEIR). The commentor raised concerns about increased traffic on Fiddymment Road, Blue Oaks Boulevard, and Pleasant Grove Boulevard.

As described on page 4-26 of the Draft SEIR (see also page C-39 Impact C-1 of Appendix C), the proposed project would increase traffic volumes on City of Roseville roadways, including Fiddymment Road, Blue Oaks Boulevard, and Pleasant Grove Boulevard. However, with one exception, all of these roadways and corresponding intersections would operate within the City's LOS "C" standard. The exception is the intersection of Baseline Road and Fiddymment Road which would result in unacceptable operating conditions (LOS "D"). The additional capacity provided by Mitigation Measure 1 (addition of a left turn lane) would provide LOS "C" or better conditions at this intersection, resulting in a less-than-significant impact. This conclusion remains the same under the Baseline Road/Junction Boulevard "T" intersection option described in Chapter 2.

Response to Comment 2-2:

The Metropolitan Transportation Plan adopted by the Sacramento Area Council of Governments (SACOG) indicates that the realignment of Walerga Road is planned to be implemented by Placer County in the year 2001. The implementation of this roadway project, however, is tied to development of the Morgan Creek development where the realignment is located. Therefore, the realignment could occur before or after 2001.

Response to Comment 2-3:

The City's travel demand model was used to prepare the traffic volume forecasts in the Draft SEIR. The model includes the entire Sacramento metropolitan area, and its estimated 2010 travel demand between Sacramento County and Placer County is consistent with the travel forecasts developed by the Sacramento Area Council of Governments (SACOG) which maintains the regional travel model used to prepare the Metropolitan Transportation Plan.

Response to Comment 2-4:

The intersection of Blue Oaks Boulevard and Woodcreek Oaks Boulevard is planned to be a four-way intersection with signal control and no turn-movement restrictions.



DRY CREEK FIRE DISTRICT

8350 Cook-Riolo Road • Roseville, CA 95747
Station #1 • (916) 771-0107 • Fax (916) 771-3194

LETTER 3

RECEIVED

APR 09 1999

April 6, 1999

The City of Roseville: Planning Commission

PLANNING DEPARTMENT

Reference: Woodcreek West Planning Area, Phase 2 Neighborhood D

Dear Commissioners:

Please accept this letter as a formal request to consider the negative impact to the Dry Creek Fire Protection District from the pending realignment of Baseline Road at Fiddymment Road.

3-1

The Dry Creek Fire District currently has one station located at 8350 Cook Riolo Rd. serving a 41 square mile district.

The Woodcreek West-Phase 2, Neighborhood D plan, proposes to remove a section of Baseline Road used by the Dry Creek Fire District as a main route when responding to a large majority of our emergency and mutual aid calls.

3-2

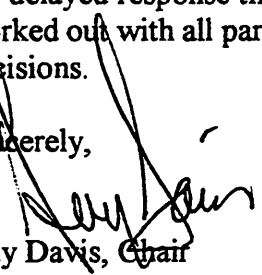
We wish to go on notice that the removal of any portion of Baseline Road and the addition of two opticom- controlled traffic signals, which we currently are not equipped to control, will add several minutes to our response time. This will thereby endanger lives and structures and cause health and safety hazards for the citizens of the Dry Creek Fire District.

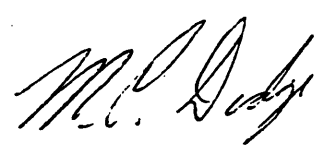
3-3

While we, as a fire district, do not have first response to the proposed planned area, we are called for mutual & automatic aid response. These citizens will also suffer the delayed response time as those in our own district. We suggest that a solution be worked out with all parties involved so our citizens are not adversely affected by your decisions.

3-4

Sincerely,


Guy Davis, Chair
Board of Directors


Max Dodge
Fire Chief

cc: Placer County Board of Supervisors, Bill Santucci
John Marin, Administrative Officer Placer County
Donald Lunsford, Executive Officer Placer County
Mike Boyle, OES
Fred Yeager, Director of Planning, Placer County
Jan Witter, Director of Public Works, Placer County
Roseville City Council
Chief Rick Martinez, American River Fire District
Chief Steve Klippel, Pleasant Grove Fire Department
Chief William White, Roseville Fire Department
Chief Jim Emerson, Sacramento County Fire District

CC: PD
CR
DD
Rob J.

COMMENT LETTER 3: Dry Creek Fire District

Response to Comment 3-1:

Comment noted. Please see Responses to Comments 3-2 and 3-3 below.

Response to Comment 3-2:

The proposed alignment of Junction Boulevard would involve a minor increase in the travel distance (approximately 300 feet) from the Cook Riolo Road/Baseline Road intersection and the Fiddymment Road/Baseline Road intersection. This minor addition would not substantially increase response times under the Baseline Road/Junction Boulevard "T" option described in Chapter 2. The existing alignment of Baseline Road would remain the same without an increase in travel distance.

Response to Comment 3-3:

The alignment of Junction Boulevard that is part of the proposed project is consistent with the City of Roseville's CIP that was approved in 1994. The CIP calls for implementation of this extension of Junction Boulevard by 2010 through the project site even if the proposed project is not developed. As indicated in Response to Comment 3-2 above, the increase in travel distance is minor. With or without the proposed project there would be traffic signals on Baseline Road at Fiddymment Road and at Junction Boulevard. The intersection of Fiddymment and Baseline Roads currently meets signal warrants and is proposed for signalization by Placer County with coordination with the City of Roseville. The signalization on Baseline Road at Fiddymment Road and Junction Boulevard is necessary for traffic safety. As shown on Table 4-2 (page 4-29) of the Draft SEIR, the intersection of Baseline Road and Junction Boulevard would operate at LOS "A" with and without the proposed project. For these reasons, the proposed project would not cause a significant increase in response time for emergency vehicles traveling along Baseline Road. This conclusion is the same for the Baseline Road/Junction Boulevard "T" option described in Chapter 2.

Response to Comment 3-4:

Comment noted. As discussed in the Draft SEIR and in the NRSP EIR, fire response to the proposed project will be provided by the Roseville Fire Department with mutual aid assistance with surrounding Placer and Sacramento County fire departments and districts.

1003

LETTER 4

4/9/99

Planning Director, City of Roseville,

We, Eric and Cathy Heasley relocated to the 3796 Mirwood Lane Roseville (located in the Bianchi Estates portion of West Roseville) in the later 1995. We decided that Bianchi Estates would be a quiet area to raise our family and the arrival of our first child. Eric working for the City of Roseville and Cathy working as a state of California peace officer, have been reassured throughout the past four years that Bianchi Estates has been a quiet, free from glare, low density traffic area with well maintained roads. But are maintaining and existing problem with the stormwater runoff. If the City of Roseville's Planning Department approves the North Roseville Specific plan phase II this will severely affect the residents of the Bianchi Estates and surrounding areas by the following listed subjects:

The Baseline / Cradler realignment] 4-1

will severely impact the Mirwood area roadway by increasing the traffic flow. The roadway will become congested with vehicles (semis, construction vehicles, etc) in which the roadways are not designed to handle, heavily damaging the road surfaces.

4-1
Cont'd.

The construction of sound walls on Baseline Road designed to deflect traffic noise away from the new subdivision residences and direct the traffic noise towards Bianchi Estates.

4-2

The proposed lightening from the subdivisions, streets, paths, etc. will dramatically increase the glare towards Bianchi Estates.

4-3

This project will cause Bianchi Estates already overwhelmed drainage system (from stormwater runoff) to adversely affect the area by flooding streets, homes and causing property damage.

4-4

This project will alter our lives forever. Crime (such as Vandalism, Vandalism, Burglary, etc.) will rise due to the population increase. Schools will become overcrowded and threaten our children's wellbeing. The low income housing will effect the residents of Bianchi Estates by decreasing the value of the homes from the above listed items.

4-5

We are strongly opposed to the Baseline/Capitol realignment project, and urge you to vote against it.

4-6

Eric Hestley 4/2/99

Cathy Hestley 4/2/99

cc: PD
DD
CR
PC

3796 Muirwood Lane
Roseville CA

95747

COMMENT LETTER 4: Eric and Cathy Heasley

Response to Comment 4-1:

Muirwood Lane connects Crowder Lane to Blackwood Lane and serves traffic generated on those streets. Project-generated traffic is not expected use these roadways. The realignment of Baseline Road and Crowder Road is not expected to significantly alter the travel patterns of trips generated by residents along Muirwood Lane, Crowder Lane and Blackwood Lane. Therefore, no significant impacts are anticipated on Muirwood Lane due to the proposed project. Please see also Response to Comment 1-4.

Response to Comment 4-2:

Please see Response to Comment 1-1.

Response to Comment 4-3:

Please see Response to Comment 1-3.

Response to Comment 4-4:

Please see Response to Comment 1-2.

Response to Comment 4-5:

Comment noted. The extent to which the proposed project would alter the physical environment is addressed throughout the NRSP EIR and SEIR, including effects related to land use compatibility, flooding, traffic noise, air quality, visual quality, and public services. Where feasible, impacts would be reduced to a less-than-significant level. The City does not have evidence, nor does the comment provide evidence, that the residual impacts of the proposed project would have a negative effect on surrounding property values.

Response to Comment 4-6:

Comment noted.

RECEIVED

APR 13 1999

PLANNING DEPARTMENT

Kirk Schutz
1331 Providence Way
Roseville, CA 95747

April 12, 1999

City of Roseville Planning Department
316 Vernon Street, Ste. 104
Roseville, CA 95678

Attn: Chris Robles

Re: Realignment of Baseline Road at Fiddymment Road

Dear Mr. Robles,

As a resident within the Foothills/Junction Neighborhood Area, I very much appreciate all of the work that you and the rest of the Planning Staff have done for our neighborhood. So it is with some trepidation that I find it necessary to question the Planning Department's apparent oversight of public safety.

The issue to which I am referring is that of the proposed realignment of Baseline Highway onto Junction Boulevard at Fiddymment Road, a part of the planning proposed in North Roseville Specific Plan Phase II, Neighborhood D.

I find it rather curious that the Planning Department would choose to overlook the safety of school children by diverting an existing established "Edge" Highway with all of its out-of-town commercial / truck traffic onto a residential "Collector" street on which there are currently 3 schools and 2 parks. And when questioned about the reasons for doing so, cite only the following:

- 1) Reduction of the number of vehicles on Baseline proceeding on to Main. (This appears that mitigation could be accomplished by allowing vehicles to only make a right or left hand turn from Baseline onto Foothills similar to what has been done at Baseline, Cook-Riolo / Woodcreek Oaks.)
- 2) Reduction of the number of vehicles on Baseline in front of the homes to the south. (The mitigation for this issue seems to point toward requiring that Placer County make improvements to the County's side of the roadway to match what Roseville has already done. After all, the homes on the north side of Baseline pay proportionately more taxes to the County than do those on the south.)
- 3) Provision of general traffic mitigation ultimately resulting in a Level of service "C" or better at all intersections within the city. (This statement appears to contradict itself since the proposal currently under consideration will probably result in the degradation of the intersection of Junction and Foothills to below that level of service anyway.)

Unfortunately these reasons sound rather punitive in nature and their relevance rather minor compared to the prospect of exposing the City to possible litigation resulting from the wrongful death of a child being struck while crossing Junction Boulevard on his or her way to school.

5-1

5-2

5-3

5-4

5-5

As well, many of the homes along Junction Boulevard are in courts that back up to it with large openings through the short sound walls. All of this along with the large areas of landscaping were designed to promote pedestrian access and a sense of community. If all of Baseline's commercial / truck traffic with its noise and poor air quality is dumped onto this street, then all of that openness will have been for naught.

As a side note, I have stopped walking along Foothills Boulevard for this very reason. The heavy traffic, poor air quality and the high speeds are far from conducive toward promoting pedestrian use.

Hopefully now you can more clearly see my perspective and understand how I would like to try to avoid the same type of dilemma that the residents of the Cresthaven Neighborhood Association have with regard to the stalled mitigation effort for the Cirby / Riverside intersection.

I enjoy the quality of life that you and your department's vision and forethought have provided for us thus far. So don't let the prospect of up-front temporary funding sources from the developers and others cloud your vision with a myopic quick fix only to leave the permanent taxpayers to foot the bill for far more costly correctional solutions in the future when all of the developers have gone.

In closing, I propose that you consider a slightly modified design in the form of a standard "T" at the intersection of Baseline and Junction that would not interrupt the flow of traffic on Baseline and as well the changes described previously in Items 1 and 2 above.

I think that human nature being what it is, those of us living in the greater southwest Roseville area will generally find turning in to the subdivision at Junction far more efficient than proceeding on Baseline and especially Main with its multitude of stop signs.

Respectfully,



Kirk Schutz
Architect

5-5
Cont'd

5-6

5-7

COMMENT LETTER 5: Kirk Schutz

Response to Comment 5-1:

As shown on Table C-1 page C-3 of Appendix C of the Draft SEIR, Junction Boulevard is not a collector roadway and is designated as an arterial roadway in the City of Roseville General Plan. Please see Responses to Comments 5-2 through 5-4 below.

Response to Comment 5-2:

The installation of traffic diverters at Foothills Boulevard and Main street has been previously considered by the City, in response to Main Street traffic concerns. The installation of traffic diverters at this intersection was found to have detrimental traffic impacts on surrounding neighborhoods and, therefore, was not pursued.

As shown on Figure C-8 page C-37 of Appendix C and Figure 5-1 (page 5-11) of the Draft SEIR, traffic volumes on Main Street between Foothill Boulevard and Washington Boulevard would be the same under the proposed alignment of Junction Boulevard (i.e. the proposed project) as under the alternative Baseline Road/ Junction Boulevard "T" intersection option described in Chapter 2.

Response to Comment 5-3:

While the south side of Baseline Road is in Placer County, the widening of Baseline Road from 3 lane to 4 lanes along its south side is contained in the City of Roseville's CIP. The CIP calls for this widening by the year 2005.

Response to Comment 5-4:

As shown in Table C-8 in Appendix C, the LOS at the intersection of Junction Boulevard and Foothills Boulevard will remain at LOS B. Development of the proposed project will not change the LOS at this intersection.

Response to Comment 5-5:

All city streets will be constructed to city standards and will include appropriate pedestrian amenities, such as crosswalks near schools and traffic signals at intersections near schools. The proposed design of Junction Boulevard and its traffic volumes are similar to other roadways adjacent to City of Roseville schools. For example, existing volumes on Junction Boulevard adjacent to Heritage Oaks School are 11,321 vehicles per day. The projected 2010 volumes along Junction Boulevard within the Plan Area at year 2020 are 12,500 vehicles per day. Please see also Response to Comment 8-1.

Response to Comment 5-6:

Comment noted. Due to the number of comments received from the public requesting this alignment of Junction Boulevard, this proposed alignment has been identified as an option of the project, see Chapter 2 of this FSEIR.

A modified design for Junction Boulevard was suggested in several comments. This design would maintain Baseline Road's current alignment and would connect Junction Boulevard to Baseline Road in the form "T" intersection approximately one half mile east of Fiddymont Road. This type of design would result in almost identical traffic volumes on Junction Boulevard, Baseline Road, and other roadways in the project vicinity as the proposed project. This alternative alignment for Junction Boulevard would result in the same transportation and environmental impacts as the proposed project.

Response to Comment 5-7:

Comment noted.

RECEIVED

APR 14 1999

PLANNING DEPARTMENT

April 13, 1999

City of Roseville Planning Commission
316 Vernon Street, Suite 104
Roseville, CA 95678

Dear Members of the Commission,

I have just reviewed the March 2, 1999 Draft Subsequent Environmental Impact Report for the North Roseville Specific Plan Phase II.

I have a few points that I feel are necessary to point out to the Commission.

They are as follows:

1. On a continuous basis, Environmental Impact Reports have been adopted and/or accepted without challenge. It appears highly probable that they are redundant and therefore unnecessary since there is never any challenge or rejection.

6-1

2. Every time another development is built in North Roseville, the traffic impact realized is compared to some fictitious 2010 estimate created based on a fictitious market which is thought to possibly exist in the year 2010. It should be reviewed as to it's validity. Very real decisions are being made regularly by our Planning Commission and City Council on very imaginary and unreal estimates which will not probably be valid 10 years from now because of the uncontrolled growth occurring now due to the faulty decisions being made by our City.

6-2

3. The Initial Study Checklist item page 4-30 identifies Traffic Problems at Riverside and Cirby Way. It attempts to mitigate the impact of increased traffic by assessing the capital improvements currently under review and/or planned for the intersection.

6-3

This is by far the most insane and irresponsible approach to solution of planned-for problem I have ever witnessed. The three paragraphs state that **inadequate** measures **not** implemented, **not** currently planned, **not** contracted for and determined by the City as **not** solving the problem, will alleviate the known and planned-for increase in traffic at the the intersection of Cirby Way and Riverside Avenue.

The Commission should take careful steps in determining how to mitigate the already overburdened conditions at the intersection of Cirby and Riverside. Adding to the traffic load and then stating that an unplanned, uncontracted for, un-funded and non-working solution is the method for mitigating the increase in traffic is a travesty.

6-4

The Commission already has listened to the traffic consultant, Fehr and Peers tell the false tale of sight distances at the west-bound approach to Cirby and Riverside. They stated that leaving the driveway where it is on Cirby is the best solution to the sight distance and safety problem. What they very carefully failed to advise the Commission and

6-5

April 13, 1999

subsequently, the City Council is that by moving the driveway East, it also raised the elevation of the driveway and as a result, increased the sight distance to over 750 feet. By deliberately failing to advise the Commission and Council of this very important information, the traffic consultant has created a situation in which the developer has saved several thousands of dollars in infrastructure improvement costs. This is an example of biased, false and misleading information on which our Commission and Council make decisions. It appears that none of the members of the Commission or the Council actually visited the site themselves. It is very easy to convince any of the Commission or the Council of any situation given the limited independently obtained information available to them.

6-5
Cont'd.

I cite the foregoing paragraph as an example of the kind of biased, self-motivating, and arbitrary decision-making we as a community have been witnessing over the past several years from our trusted servants. There seems to be a genuine fear among the City Council, the Staff and others that an un-biased traffic consultant would break someone's big bubble. The consultant currently doing the traffic work for the City, Fehr and Peers, should be replaced. I simply don't feel that the job they are doing is in the best interests of the City of Roseville. There have been too many bad decisions made based on input from that firm. We are suffering the consequences daily as a result.

6-6

Sincerely,

Lauren A. Bergeron, Jr.

COMMENT LETTER 6: Lauren A. Bergeron, Jr.**Response to Comment 6-1:**

Under the California Environmental Quality Act (CEQA) for every project that requires a discretionary approval from a board, commission, council or other decision-making body, the lead agency must fully disclose that potential impacts on the environment attributed to the project to both the public and the decision-makers. The NRSP EIR and the NRSP Phase II SEIR have been prepared in compliance with CEQA.

Response to Comment 6-2:

The 2010 market absorption projections are based on a comprehensive analysis of long-range development trends for the City in the context of regional demands and supply factors and trends. Each land use category is analyzed and projected using traditional market analysis methodologies, with particular focus on the competitive strength of the real estate market in Roseville within the regional context. The year 2010 is used as the horizon to analyze all roadway impacts of projects under consideration by the city. This corresponds to the traffic model used by the city. In order to ensure that traffic improvements are timed to correspond to growth as it occurs, the city also analyzes traffic operations annually and in 5-year increments. Using this approach, the city has a reasonable planning horizon (2010) for assessing relative project impacts and updating the traffic network on an on-going basis.

Response to Comment 6-3:

The traffic analysis in the Draft SEIR assumed implementation of the improvement project for the intersection of Cirby Way and Riverside Avenue that is contained in the City's current CIP. That improvement calls for a grade-separated structure (a flyover) for the northbound to westbound traffic movement. With this improvement, this intersection would operate at LOS "C" conditions during the peak hour in 2010 with and without the proposed project. With the issuance of each building permit, the City collects a Traffic Mitigation Fee. This grade-separation is included in the City's traffic impact fees and thus could be funded and built before 2007. The City is exploring the option of constructing a triple left turn lane instead of the flyover to handle the northbound to westbound traffic movement. That option will go before the City Council when an update of the City's CIP is considered (projected for Spring 1999). Either approach would result in LOS "C" conditions. It should be noted that congestion in the Riverside/Cirby intersection is an existing condition, and that, as shown in Table C-8 in Appendix C of the SEIR, the proposed project would not degrade the LOS at this intersection.

Response to Comment 6-4:

As shown on Figure C-8 page C-37 of Appendix C of the Draft SEIR, the proposed project would increase average daily traffic volumes on Cirby Way west of Riverside Avenue from 42,900 daily vehicles to 43,500 daily vehicles. This represents about a one-percent increase in traffic volume due to the proposed project. This increase in traffic would not impact the critical movements at

the Riverside/Cirby intersection. Therefore, the impact of the proposed project on this intersection was determined to be less than significant. Please see also Response to Comment 6-3 which addresses improvements planned for this intersection.

Response to Comment 6-5:

This comment refers to a different project that has been approved by the City. The proposed project would not cause a significant impact at the intersection of Riverside Avenue and Cirby Way. Please see also Responses to Comments 6-3 and 6-4 above.

Response to Comment 6-6:

Comment noted. It should be noted that the traffic analysis included in the NRSP EIR and NRSP Phase II SEIR was prepared by DKS Associates under contract to the City of Roseville.



SUTTER COUNTY
COMMUNITY SERVICES DEPARTMENT

Animal Control
Building Inspection
Emergency Services
Environmental Health
Fire Services

Rich Hall, Director
Larry Bagley, Assistant Director,
Permitting Services

RECEIVED

APR 15 1999

PLANNING DEPARTMENT

April 13, 1999

City of Roseville
Contact: Chris Robles, Senior Planner
Roseville Planning Department
316 Vernon Street, # 104
Roseville, CA 95678

Dear Mr. Robles:

Re: North Roseville Specific Plan Phase II Draft Subsequent Environmental Impact Report
SCH# 98112063

Sutter County would like to thank the City of Roseville for the opportunity to comment on the above listed project. Our concerns relate to the stormwater and traffic impacts that will result from the project and are as follows:

Impact 4.4-2. Increase in the rate of stormwater runoff. Readers are referred to the NRSP EIR where Impact 4.4-2(A) discusses the, "... increase in the amount of impervious surface coverage would increase the rate of surface runoff entering Pleasant Grove Creek and its tributaries." The following paragraph then claims a reduction in peak flow rates due to a change in runoff timing. This claim is contradictory, illogical and the specific source of this information is not cited. Unless the project detains the initial runoff or construction of the retention facility occurs first, the peak flow rates will increase with increased impervious surfaces. Reliance on a previously prepared EIR that contains such information does not relieve the City of the responsibility to properly identify impacts and provide adequate mitigation. Significant increases in impervious surfaces will increase the rate of stormwater runoff for which no mitigation is offered. This impact remains potentially significant until mitigation is incorporated into the project.

7-1

North Roseville Specific Plan Phase II

April 13, 1999

Page 2

Impact 4.4-3. Increase in on-site and off-site flood elevations. This impact is identified as potentially significant with the only mitigation being MM 4.4-2 (Ensure that regional retention facilities are adequate to contain runoff volumes). The summary table on page 3-6 indicates that, "The impact would remain less than significant and not require mitigation." Page 4-18 contains qualifying language that contradicts this statement by requiring subsequent studies to support the determination. The summary table should be revised to reflect this requirement. Also, this mitigation does not verify the feasibility of providing the mitigation nor is there a formal program in place that will accomplish the implementation of a regional flood control strategy. Based upon this information, Sutter County recommends that the mitigation be revised to require this analysis prior to certification of a Final EIR.

7-2

Additionally, the analysis should be made available to Sutter County for review and concurrence that the facilities will be adequate for the stated purposes. Finally, a mechanism should be in place to accomplish the regional flood control strategy for the mitigation to be considered adequate for the purposes of satisfying CEQA. Without this assurance, claims of adequate mitigation are also unsupported.

7-3

Impact 4.4-5. Interference with groundwater recharge potential. This impact is identified as less than significant and requiring no mitigation. The reader is referred back to the North Roseville Specific Plan EIR which made similar such statements relying on conclusions that are not well supported. Page 4.4-21 contains the statement, "Although amounts have not been quantified, recharge would not be significantly affected due to existing soil conditions." Sutter County's concern is based upon the fact that because there was no quantification, the conclusion is without adequate support for the determination. A determination of this nature and the resulting lack of mitigation does have the potential to significantly impact groundwater recharge in Sutter County. Sutter County does not agree with this determination and suggests that an adequate degree of quantification be provided to support the conclusion.

7-4

Page 4-34, first paragraph, contains a statement identifying the project's increase in traffic volumes on Baseline Road where it enters Sutter County. The following paragraph then assumes that Riego Road would have four lanes from the Placer County Line to SR 70/99. This assumption leads to the conclusion that the project's traffic impacts would be less than significant. The discussion fails to provide the link between the current level of service/capacity with the project's impacts since there is no assurance that the assumed improvements will be in place. The only certainty is the project's traffic contribution which should result in mitigation measures that will contribute to the improvements the analysis relies on to obtain the acceptable level of service.

7-5

North Roseville Specific Plan Phase II

April 13, 1999

Page 3

Sutter County appreciates the opportunity to comment on the Draft EIR. The ongoing concerns regarding project specific and cumulative drainage and traffic impacts should be resolved through additional analysis and mitigation. Please provide Sutter County a copy of the proposed responses at your earliest convenience. Also, Sutter County requests a copy of the proposed Findings, Statement of Overriding Considerations and Final EIR at such time as those documents become available. If you have any questions regarding the comments contained in this letter please contact John Farhar, Senior Planner at (530)822-7400.

7-6

Sincerely,



Thomas A. Last
Planning Division Chief

TAL:JF:rlb

- cc: County Administrative Officer
County Counsel
Director, Public Works Department
Community Services Director
Assistant Community Services Director

A:\NRSP2\EIR.WPD

COMMENT LETTER 7: Sutter County Community Services Department**Response to Comment 7-1:**

The increase in surface water runoff associated with the project is discussed in the NRSP EIR in Section 4.4, Hydrology and Water Quality. As discussed under Impact 4.4-2(A) on page 4.4-19, a hydrology analysis was prepared by CH2MHILL to evaluate the changes in flood flow rates from existing to future conditions. Based on this analysis it was determined that Neighborhood C would not require on-site detention because flood flow rates would be slightly reduced over existing conditions due to a change in runoff timing. The increase in flow rates permit runoff from the property to enter and pass through the system in advance of large peak flows arriving from upstream. Neighborhood D is positioned differently within the drainage basin resulting in different conclusions as to the value of the detention basin on its location in the watershed. The most effective strategy is to detain runoff flows until peak flows have passed through the system. Two on-site detention basins have been planned for Neighborhood D to detain post-development flows to pre-development levels to mitigate the project's contribution to increased creek flows to not exacerbate on and off-site flooding issues. The basins have been sized appropriately to ensure development of Neighborhood D would not contribute to an increase in peak flood flows both on and off the site.

Response to Comment 7-2:

The City of Roseville has been working with the PCFCD to help implement a flood management strategy. (Please see Letter 11 from the Flood Control District). The potential for the proposed project to increase stormwater runoff is evaluated on pages 4.4-19-20 and 4.4-27 of the NRSP EIR. As discussed on page 4.4-27 of the EIR, the proposed project would contribute only a portion of the total runoff anticipated from new development in south Placer County, which is expected to increase the depth of flows along tributary streams by less than 0.3 feet and by less than 0.1 foot in the Cross Canal. The flows from the Phase I portion of the NRSP have been assumed in the design of the proposed regional facility, because Phase I had land use designations at that time. That is, the amount of runoff generated by Phase I for the Diamond Creek, Eskaton, Woodcreek North and Mourier 140 properties combined would be less than the amount generated by the light industrial development that would occur under the existing zoning on the Diamond Creek, Eskaton and Mourier 140 properties combined (no runoff was assumed for Woodcreek North under existing zoning because it was designated urban reserve), as discussed on page 4.4-20. As stated on page 4.4-29 of the EIR, Mitigation Measure 4.4-2 requires that the applicant demonstrate that storm runoff from Phase II would not exceed the capacity of the planned regional retention facility. The City is currently collecting mitigation fees for the construction of the planned regional facility. To date, the City has collected over six million in Pleasant Grove mitigation fees. Phase II must also pay drainage impact fees, which will support construction of a regional retention facility sized to accommodate City runoff, including Phase II. This measure would reduce the impact to a less-than-significant level.

Response to Comment 7-3:

The City has consulted with both the Placer County Flood Control District and Sutter County to discuss the analysis included in the hydrological studies prepared for this retention facility. Sutter County was in agreement with the findings of the analysis, but has previously indicated that it does not want the City to construct the retention facility at this time. As indicated in Response to Comment 7-2 above, the City has collected significant mitigation fees and has discussed the option of proceeding with construction of a basin that will be sized to accommodate City run off only. Sutter County prefers to continue to explore other possible mitigation in lieu of constructing the regional facility or a facility only sized to accommodate the City of Roseville flows. As required by CEQA, Mitigation Measure 4.4-2 is included in the Mitigation Monitoring Program (see Appendix A), which is intended to ensure that all adopted measures are implemented.

Response to Comment 7-4:

As discussed on page 4.4-13 of the NRSP DEIR, the Plan Area is not a significant recharge source for the Sacramento Valley groundwater basin, because the Placer County subarea is less than 2 percent of the regional basin's recharge area, and the Plan Area is only a small portion of the Placer County subarea (less than 1 percent). Therefore, the exact reduction in recharge area due to the proposed project need not be quantified to conclude that the change would not substantially affect groundwater recharge. Furthermore, as stated on pages 4.4-21 and 4.4-22 of the DEIR, groundwater recharge would continue as infiltration from drainage facilities.

Response to Comment 7-5:

As discussed on page 4-34 of the SEIR, the proposed project would increase traffic on Riego Road at the Placer/Sutter County line by about 400 vehicles per day. Such insubstantial increases (less than 3 percent) do not in themselves trigger the need to provide any roadway capacity improvements.

The statement on page 4-34 of the SEIR, regarding an assumption that Riego Road would have four lanes, refers to the analysis conducted for the Placer County General Plan and CIP. The 1996 Metropolitan Transportation Plan (MTP) did not include the widening of Riego Road between the County line and SR70/99. However, the widening of this segment of Riego Road to four lanes is included in the Draft 1999 MTP now under consideration by the Sacramento Area Council of Governments (SACOG). Four lanes on Riego Road would provide level of service "C" or better under 2010 Market conditions with the proposed project. If Riego Road is not widened from 2 to 4 lanes by 2010 Market conditions with the proposed project. If Riego Road is not widened from 2 to 4 lanes by 2010, then it would operate at LOS "E" conditions under the 2010 Baseline (No Project) and at LOS "E" conditions under the proposed project. Therefore, the proposed project would contribute to an existing unacceptable level of service, but would not, by itself, cause the situation.

Response to Comment 7-6:

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

Robles, Chris

From: Planning Dept
Sent: Wednesday, April 14, 1999 2:30 PM
To: Robles, Chris
Subject: FW: The North Roseville Specific Plan Phase II

This one is yours!

From: Rosie A Niebolt[SMTP:raniebolt@juno.com]
Sent: Wednesday, April 14, 1999 1:40 PM
To: planningdept@roseville.ca.us
Cc: Coble1@aol.com; mwolford@inreach.com
Subject: The North Roseville Specific Plan Phase II

Dear Mr. Robles:

My family I have been residing at 1617 Alnwick Drive in Roseville for about a decade. My husband, Russell Niebolt, our two young sons and I have been extremely pleased and proud to live in Roseville and in this Roseville neighborhood - until now. It has been recently brought to my attention that you have proposed to begin directing traffic to and from Baseline Blvd down Junction Blvd!

You can undoubtedly see what a problem that would be for us here in the neighborhood. Heavier traffic (which would include quite a number of large trucks) would not only disturb the wonderful relative quiet of this area, but it would also endanger the many children that need to travel to and from three different schools in this area (Heritage Oak Elementary, Silverado Middle School and Woodcreek High School.) My own two boys do cross Junction daily to/from Heritage Oak Elementary.

8-1

I'm certain that you could come up with a much more efficient plan that would not further endanger this area's quality of life, and especially, the lives of the neighborhood's children. Perhaps the road/intersections on Baseline could be improved? If not, perhaps the traffic could be directed from Baseline, onto Fiddyment, and then to Pleasant Grove Blvd (a much wider boulevard)?

Thank you so much for your attention.

Sincerely,

Mrs. Rosaria Niebolt
(916) 773-2148

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Get completely free e-mail from Juno at <http://www.juno.com/getjuno.html>
or call Juno at (800) 654-JUNO [654-5866]

COMMENT LETTER 8: Rosaria Niebolt

Response to Comment 8-1:

Figure C-8 on page C-37 of Appendix C of the Draft SEIR shows the projected increases of traffic volumes on Junction Boulevard and Woodcreek Oaks Boulevard near the Heritage Oak Elementary School, Silverado Middle School, and the Woodcreek High School. At all of these, the school crossings on Junction Boulevard are located at signalized intersections. In addition, during the initial phase of development a traffic signal will be installed at Junction Boulevard and the collector street that bisects Junction Boulevard near the proposed school site. Junction Boulevard is not a designated truck route today and is not proposed to be a truck route with the proposed extension of Junction Boulevard. The City of Roseville has a truck route ordinance which requires trucks that exceed 6,000 pounds in weight to drive as far as possible upon and over a truck route to make pickups and deliveries. Enforcement of this ordinance would limit truck travel on Junction Boulevard to a few trucks that would make pickups and deliveries to the residences and schools on and near Junction Boulevard. Please also see Response to Comment 5-5.

It should be noted that the proposed project includes the improvement of Fiddymment Road from Baseline Road to Pleasant Grove Boulevard as well as the widening of Pleasant Grove Boulevard from Fiddymment Road to the eastern project boundary. Lastly, both Pleasant Grove Boulevard and Junction Boulevard are the same width, both have a 76-foot right-of-way.



**PLACER COUNTY
DEPARTMENT OF PUBLIC WORKS**

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

April 14, 1999

RECEIVED

APR 15 1999

PLANNING DEPARTMENT

Mr. Chris Robles, Senior Planner
City of Roseville
Planning Department
316 Vernon Street, #104
Roseville, CA 95678

Subject: Draft Subsequent Environmental Impact Report - North Roseville Specific Plan Phase II

Dear Mr. Robles:

Thank you for the opportunity to provide the following comments on the Subsequent Environmental Impact Report (SEIR) for the above referenced project. After reviewing the SEIR, we have concluded that the document does not address several of the County's concerns with the continued urban expansion up to the City/County jurisdictional boundary.

The North Roseville Specific Plan Phase II includes two noncontiguous parcels along Fiddymment Road. The northern portion (Neighborhood C) encompasses 160+ acres and the southern portion (Neighborhood D) encompasses 490+ acres, with a combined total of approximately 2,560 residential dwelling units. Both these areas propose access connection to Fiddymment Road.

Environmental Documents

The original EIR for the North Roseville Specific Plan identified that the City would require the annexation of Fiddymment Road with Phase II of the Specific Plan. A response to comments in the FEIR also states that "Realignment of Fiddymment Road north of Blue Oaks Boulevard and adjacent to the Mourier 160 property (Neighborhood C) would be required with Phase II.

9-1

The SEIR does not identify any changes to the proposed annexation of Fiddymment Road into the City of Roseville as outlined in the original EIR for the Specific Plan area. Therefore it is implied that the annexation of Fiddymment Road, as described in the previous environmental document, has not changed. It would be appropriate to address the annexation again in the SEIR for the North Roseville Specific Plan Phase II, specifically with respect to the time frame of annexation. An appropriate time frame would be two years from approval of Phase II.

9-2

Annexation of Fiddymment Road

As we have expressed in the past, we believe it is appropriate for the City of Roseville to annex all of Fiddymment Road along the project's frontage. This specific plan will continue the City's expansion of urbanized land uses up to the eastern boundary of Fiddymment Road with access connections to the roadway. Construction of this project would contribute additional traffic to Fiddymment Road and change the characteristics of the roadway from rural to urban. By annexing the roadway into the City, the appropriate

9-3

jurisdiction would be in a position to make decisions on the roadway. Furthermore, the County General Plan does not identify development west of Fiddymment Road. It is anticipated that any future development to the west of Fiddymment Road will be a result of the City's expansion to the west. For these reasons we believe that the portion of Fiddymment Road along the project frontage should be the City's responsibility and should be annexed with approval of the North Roseville Specific Plan Phase II as concluded in the North Roseville Specific Plan EIR.

9-3
Cont'

City/County Discussions

Over the past several months City and County staff have been discussing the Specific Plan's impact to Fiddymment Road. In a recent meeting on April 9, 1999 with City and County staff, the City outlined its proposal with respect to impacts on Fiddymment Road. The proposal included distinct obligations to the North Area (Neighborhood C) and the Southern Area (Neighborhood D) which would be enforced through development agreements between the City of Roseville and the Specific Plan development. The County's understanding of the draft development agreement with respect to Neighborhood C is as follows:

Under the development agreement described by City staff, the City will collect the equivalent cost of frontage improvements from Neighborhood C (Mourier 160) for a share of the cost to realign Fiddymment Road. This money would be held by the City until such time that the City or County moves forward with a project to realign Fiddymment Road. The financial obligation for Neighborhood C has been set at \$300,000. The estimated cost for the road realignment is estimated at \$800,000 to \$900,000, including right-of-way cost. The City indicated that other potential development projects within the vicinity of the proposed realignment of Fiddymment Road will also be conditioned to contribute to the Fiddymment Road realignment when and if they apply for land use entitlements. The City also indicated that the development agreement would incorporate language to allow the flexibility to apply the collected monies to a "variation" of the Fiddymment Road realignment improvement should a more appropriate improvement be agreed to later.

9-4

The County's understanding of the draft development agreement with respect to Neighborhood D is as follows:

The City will reconstruct and annex all of Fiddymment Road between Baseline Road and Pleasant Grove Boulevard at the earliest of:

- The 1000th building permit
- The Year 2005
- Development of any parcel within Neighborhood D directly adjacent to Fiddymment Road.

9-5

Northern Area – Neighborhood C (Mouier 160)

Fiddymment Road, between Blue Oaks Boulevard and the northern parcel, is a two-lane roadway with narrow travel lanes and little to no shoulders with two 90-degree curves within a short distance just north of Pleasant Grove Creek. The Specific Plan land uses will add additional traffic to Fiddymment Road as well as increased

9-6

Chris Robles
April 14, 1999
Page 4

Conclusion

The above impacts are not new issues and certainly are not insurmountable. The Development Agreement between the City and developer may prove to result in appropriate mitigation; however, until a satisfactory agreement can be reached between the City and the County with respect to Fiddymont Road, the proposed development of the North Roseville Specific Plan will have a significant and unmitigated.

9-9

As always, we will continue to be available to work with the City on the specifics of this project.

Sincerely,


Rick Dondro
Public Works Manager

cc: Bill Santucci, Supervisor – District 1
Robert Weygandt, Supervisor – District 2
Scott Finley
Don Lunsford
John Marin
Wes Zicker
Fred Yeager
Al Johnson
Larry Pagel

COMMENT LETTER 9: Placer County Department of Public Works

Response to Comment 9-1:

The issue was addressed in the Final EIR prepared for the NRSP. Response to Comment 6-3 on Page 3-10 of the Final EIR prepared for the NRSP does not state that annexation is required. It merely states the annexation boundary would be addressed when entitlements are granted for Phase II of the NRSP. The potential realignment of Fiddymment Road north of Blue Oaks is addressed in Chapter 5, Alternatives, of the Draft SEIR.

Response to Comment 9-2:

The annexation of Fiddymment Road was not included in the project description identified in the SEIR because it is not part of the proposed project. It is also stated in Section 2.7 of the SEIR, that annexation of Fiddymment Road is an alternative entitlement. In addition, a letter dated March 17, 1999 from Rob Jensen of the City's Public Works Department to the Commentor further indicated the intent that Fiddymment Road, adjacent to the project site, remain within the County's jurisdiction (see attached letter). Since the project does not include an annexation of Fiddymment Road, time frames for annexation are not applicable.

Response to Comment 9-3:

Comment noted. The project will add trips and access points to Fiddymment Road as noted by the commentor. The number of trips is quantified in the SEIR (see Figure C-8 in Appendix C). Specifically, the proposed project will increase trips on Fiddymment Road between Baseline Road and Pleasant Grove Boulevard from 6,700 to 10,300 daily trips and between Blue Oaks Boulevard and the northern project boundary from 3,300 to 3,600 daily trips. Even with the addition of project trips, however, less than half the vehicles using Fiddymment Road will have a trip end in Roseville. For Fiddymment Road between Baseline Road and Pleasant Grove Boulevard, 46 percent of the trips will have a city trip end with only 16 percent having a trip end within the NRSP Phase II. For Fiddymment Road north of Blue Oaks Boulevard, 34 percent of the trips will have a city trip end with only 12 percent having a trip end within the NRSP Phase II. Despite the small percentages, the proposed project includes full funding and reconstruction for a two lane section of Fiddymment Road within the County from Baseline Road to Pleasant Grove Boulevard, and a significant contribution to be held by the city for the improvement of Fiddymment Road north of Blue Oaks Boulevard also within the County. It should also be noted that the City's General Plan does not identify development west of Fiddymment Road nor are there plans or applications for expanding the City's boundaries west of Fiddymment Road at this time, so any assessment of such expansion would be speculative.

Response to Comment 9-4:

Comment noted. Full details of Neighborhood C obligations are included in the Development Agreement.

Response to Comment 9-5:

The City does not intend to annex Fiddymment Road as part of the proposed project. The timing of the improvements as stated is correct. Full details of Neighborhood D's obligations are included in the Development Agreement.

Response to Comment 9-6:

As shown on Figure C-8 of the SEIR, the proposed project would increase traffic on Fiddymment Road north of Blue Oaks Boulevard from 3,300 daily vehicles to 3,600 daily vehicles. This represents an increase of about 9 percent. Both sides of Fiddymment Road in this segment along the area of the referenced curves are within the County's jurisdiction. The proposed project is obligated to contribute \$300,000 for future improvements to Fiddymment Road along either the existing alignment or along a new alignment yet to be approved. In either case, the improvements would conform with County Standards which would include a paved shoulder for bike and pedestrian traffic.

Response to Comment 9-7:

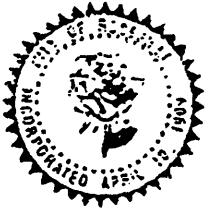
Comment noted. The proposed project does not intend to annex Fiddymment Road. Please see Responses to Comments 9-2 and 9-5.

Response to Comment 9-8:

Fiddymment Road north of Pleasant Grove Boulevard to Blue Oaks Boulevard is an established City truck route. Fiddymment Road north of Baseline to Pleasant Grove Boulevard is a county road which has an existing weight limit. Any truck traffic which exceeds the existing weight limit would require prior approval by Placer County.

Response to Comment 9-9:

Comment noted. The SEIR concludes that all roadway impacts are less than significant or can be mitigated to a less-than-significant level.



ENGINEERING
CITY OF ROSEVILLE
TRADITION • PRIDE • PROGRESS

316 VERNON STREET, #106 • ROSEVILLE, CA 95678
PHONE (916) 774-5339 • TDD (916) 774-5220 • FAX (916) 774-5379

March 17, 1999

Mr. Rick Dondro, Public Works Manager
Placer County Public Works Department
11444 B Avenue
Auburn, CA 95603-2603

RECEIVED

MAR 17 1999

PLANNING DEPARTMENT

Subject: Fiddymment Road Realignment

Dear Rick,

The City has reviewed your letter dated March 9 in which you outline the County's position on the possible realignment of Fiddymment Road north of Blue Oaks Boulevard. In your letter the County concurs that the project is worthwhile, however, for the reasons you outlined, the County is not agreeable to sharing in the costs of the realignment at this time.

As you are aware, the City is currently in Development Agreement negotiations with the landowners adjacent to this portion of Fiddymment Road. The City had hoped that the development of this property would be a catalyst to improve the existing alignment. However, based on your letter, the City intends to move forward in these negotiations with a provision which would allow for development of the property with no direct improvement to Fiddymment Road north of Blue Oaks Boulevard. The intended provisions for that portion of Fiddymment Road would be as follows:

- The landowner will deposit funds with the City equivalent to the cost of their frontage improvements. The City will hold these funds until such time that a funding strategy is agreed to between the City and County.
- Should a realignment and funding strategy be agreed upon by the City and County prior to the landowner commencing the design of the Community Facility District (CFD) improvements, the City has the option of directing the landowner to realign and reconstruct Fiddymment Road from the existing creek crossing to the northern boundary of the property.
- If no realignment and funding strategy are agreed to by the City and County prior to the landowner commencing the design of the CFD improvements, the landowner shall construct a 20-foot wide landscape area adjacent to the

existing roadway and masonry soundwall at the property line. The landowner will have no other roadway frontage obligation to Fiddymment Road in this area except for the deposit of funds to the City as discussed above.

- Access to Fiddymment Road north of Blue Oaks will be limited to one location at the northern boundary of the parcel.
- Fiddymment Road will remain within the County.

In addition to the obligations north of Blue Oaks, the City intends to require the following improvements to Fiddymment Road between Baseline Road and Pleasant Grove Boulevard:

- The landowner shall construct two lanes (32-feet of pavement) from Baseline Road to Pleasant Grove Boulevard including curb, gutter, and sidewalk. A 35-foot wide landscape area shall be constructed adjacent to the Fiddymment Road right-of-way with a masonry soundwall located at the property line.
- Fiddymment Road will be improved in this area with the development of the adjacent parcels, issuance of the 1000th building permit within the plan, or June 2005, whichever occurs first.
- Fiddymment Road will remain within the County.

We intend to continue discussions with the County in an effort to reach agreement on a funding strategy for the realignment of Fiddymment Road. If you have any questions on the City's position regarding this issue, please contact me at (916) 774-5339.

Sincerely,



ROB JENSEN
Senior Civil Engineer

cc Al Johnson, City Manager
Larry Pagel, Public Works Director
Bill Santucci, Supervisor - District 1
Robert Weygandt, Supervisor - District 2
Patty Dunn, Planning Director
Dan Dameron, Principal Planner
Chris Robles, Senior Planner
Don Lunsford, Placer County Executive Office

April 15, 1999

RECEIVED

APR 15 1999

PLANNING DEPARTMENT

VIA FACSIMILE & US MAIL

Mr. Chris Robles
Senior Planner
Planning Department
CITY OF ROSEVILLE
316 Vernon Street #104
Roseville, CA 95678

RE: North Roseville Specific Plan Phase II DSEIR, SCH# 98112063

Dear Chris:

Thank you for the opportunity to review and comment on the Draft Subsequent Environmental Impact Report (DSEIR) for the North Roseville Specific Plan, Phase II project. We have the following comments for your consideration:

1. Table 4-2, Page 4-29: This table refers to the Fiddymment Road – Blue Oaks Blvd intersection. Does this refer to the northern leg of Fiddymment Road at Blue Oaks Blvd? What assumption for future improvements are made in the traffic model for the 15 MPH curve where westbound Blue Oaks Blvd becomes south bound Fiddymment Road under the Future Baseline scenario? 10-1
2. Page 4-30, Last Paragraph: This paragraph addresses concerns raised by Mr. Peter W. Gissing to the NOP. Mr. Gissing's comments relate to the 15 MPH curve in Fiddymment Road/Blue Oaks Blvd. This paragraph refers to Table 4-2 as showing a reduction in the traffic volume at this intersection. As was raised in our preceding comment it is unclear as to what intersection is being addressed in the table. There are two instances on Blue Oaks where Fiddymment "intersects" with Blue Oaks Blvd. A clarification should be made or an additional reference to a Fiddymment/Blue Oaks intersection should be made in the Table. 10-2
3. Page 4-43, Second Full Paragraph: The discussion indicates that tree loss can be mitigated through complying with the City's tree ordinance. Under the alternative alignment for Fiddymment Road, additional trees may be affected by the suggested 10-3

alignment. This impact may also be avoided through further discussion between the project proponents, the City and the affected property owner or their representatives. Discussions to avoid this potential impact should be addressed in the document and pursued by the referenced parties.

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10-3
Cont'd.

4. Page 5-11, Figure 5-1: The alignment of Fiddymment Road north of Blue Oaks Blvd. reflects the alternative discussed in Chapter 5 of the DSEIR and does not reflect the current configuration. As the realignment of Fiddymment Road does not appear to be a part of the project the existing road configuration should be analyzed.

10-4

5. Page 5-12, Last Paragraph: The statement that this alternative would result in the same impacts identified for the proposed project is inaccurate. The potential for tree loss and biological resource impacts are increased by this alternative (Please see comments 3, 7 & 8).

10-5

6. Page 5-14, Land Use, First Paragraph: Although not physically dividing “an established community”, the alternative alignment does physically divide the property thereby modifying its utility to its owners. This fact should be discussed.

10-6

7. Page 5-14, Land Use, General Comment: It should be noted that the property affected by the realignment while located within the unincorporated area of the County is within the City’s existing sphere of influence.

10-7

8. Page 5-14, Biological Recourses, Second Paragraph: The discussion indicates that there are no wetlands or waters of the United States associated with the proposed roadway alignment corridor. Based on a preliminary review of the proposed alignment for the roadway the alignment has the high probability of impacting two areas of vernal pools that have been delineated and approved by the US Army Corp of Engineers. This impact should be addressed.

10-8

9. Page 5-14, Biological Resources, Fourth Paragraph: The discussion indicates that only limited grading would be necessary to provide for the roadway alignment. In the evaluation of the proposed alignment we find that to maintain minimum standards for sight distance and roadway slope that grading cuts of up to 10 feet and fills of up to 9 feet would be required to construct the roadway. In addition grading would be required adjacent to the right of way to transition the natural ground to the new roadway elevation.

10-9

This paragraph also indicates that there would be no impact to wetlands by the alignment. This statement is incorrect. Please refer to the preceding comment.

10-10

10. Page 5-15, Transportation, Last Paragraph: The discussion implies that a realigned Fiddymment Road can be annexed to the City. This should be clarified to state that the area between the boundary of the proposed project and the realigned Fiddymment Road might be annexed to the City. To state only that the road can be annexed would lead,

10-11
↓

under that scenario, to an island of unincorporated area between the existing City limit and the realigned Fiddymment Road.

↑ 10-11
Cont'd.

11. Fiddymment Road Realignment Alternative, General Comment: The evaluation of this alternative does not address the issue of ownership of the property over which this roadway would extend and that the ownership is not a part of the proposed project. It would seem appropriate to evaluate or discuss how this alternative would be implemented by the project if this alternative were selected.

] 10-12

12. Page 5-17, Environmentally Superior Alternative: The environmentally superior alternative relative to the Fiddymment Road alignment should be identified separately from the environmentally superior project alternative

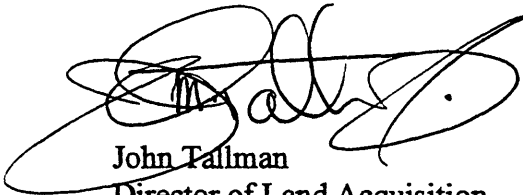
] 10-13

13. Page C-43, Appendix C, Table C-12: The Average Daily Traffic figures for Fiddymment Road – Blue Oaks Blvd. to Sunset Blvd. West – does not agree with the figures for the same road segment shown on the maps on Pages 5-11 and C-37. Please clarify.

] 10-14

Thank you again for the opportunity to comment on this document. I am available to discuss specific questions that you may have regarding these comments.

Sincerely,
SIGNATURE PROPERTIES



John Tallman
Director of Land Acquisition

cc: Jim McKeehan
George Phillips

COMMENT LETTER 10: Signature Properties

Response to Comment 10-1:

Table 4-2 in the Draft SEIR refers to the northern leg of Fiddymment Road at Blue Oaks Boulevard. No improvements were assumed for the curve where the southern leg of Fiddymment Road meets Blue Oaks Boulevard.

Response to Comment 10-2:

Table 4-2 in the Draft SEIR refers to the northern leg of Fiddymment Road at Blue Oaks Boulevard. The proposed project would result in an increase of about 1,000 daily vehicles on the curve where the southern leg of Fiddymment Road meets Blue Oaks Boulevard. This increase in volume would not result in a significant impact at that location.

Response to Comment 10-3:

The final alignment of Fiddymment Road is not yet determined. The loss of trees will be avoided to the extent possible; however, if trees are removed to accommodate the road alignment the project applicant will comply with the Roseville Tree Ordinance or Placer County requirements as appropriate, which would mitigate the loss to a less-than-significant level. This alternative alignment would also be subject to further environmental review to analyze construction level impacts, should this alternative be pursued.

Response to Comment 10-4:

Figure 5-1 (page 5-11) of the Draft SEIR is a schematic diagram that shows projected traffic volumes with an alternative alignment of Junction Boulevard. It was intended to depict the existing alignment of Fiddymment Road, not an alternative alignment. The traffic analysis in the Draft SEIR of the proposed project, and alternatives to the proposed project, assumed the existing alignment of Fiddymment Road north of Blue Oaks Boulevard.

Response to Comment 10-5:

As stated on pages 5-14 through 5-16, impacts of the Fiddymment Road alignment would be slightly more severe than the proposed project for land use, biological resources, and air quality. However, these impacts would remain less than significant after mitigation and/or would not be substantially more severe than the proposed project. Please see Response to Comment 10-3.

Response to Comment 10-6:

The loss of utility of land is not considered an environmental impact under CEQA and is not required to be addressed in a CEQA document. The alternative alignment is schematic and would be subject to further planning efforts and analysis if ultimately pursued.

Response to Comment 10-7:

The City's Sphere of Influence is co-terminus with land east of Fiddymment Road. The realignment area is west of Fiddymment Road and not in the City's Sphere of Influence.

Response to Comment 10-8:

A field visit of the proposed alignment was conducted by an EIP biologist to determine the presence of biological resources. Based on this field visit no wetlands or vernal pools were noted at that time. The total amount of wetlands identified in this area is less than 1/3 of an acre. Within 200 feet of the alignment, there are 0.18 acres of vernal pools. The mitigation identified in the NRSP EIR would apply if the potential loss of wetlands would occur. Based on the current alignment, one vernal pool may be affected by the proposed alignment. This would represent less than 3 percent of the vernal pools identified. It would not substantially increase the severity of the impact identified in the NRSP EIR. As discussed in Response to Comment 3-1, the final alignment has not yet been determined and if any wetlands are present the alignment will be designed to avoid or mitigate for the loss of these resources.

Response to Comment 10-9:

It is estimated that the proposed realignment of Fiddymment Road would require only 4-5 feet of cut and fill. There is the potential for cut/fill to be 10 feet +/-, but due to the existing environment in this area, it is not anticipated to adversely effect any environmental resources. It is important to note that this alignment is still conceptual and has not yet been finalized. If the decision is made to pursue the realignment of Fiddymment Road, it would be subject to separate environmental review. Please see Response to Comment 10-8.

Response to Comment 10-10:

Please see Response to Comment 10-8.

Response to Comment 10-11:

Comment noted. As discussed on page 5-17, the realignment would likely induce growth in the area likely to be annexed (between the realigned roadway and the existing City boundary).

Response to Comment 10-12:

Acquisition of the roadway realignment would follow standard City or County processes. Please also see Response to Comment 10-6.

Response to Comment 10-13:

The Realignment of Fiddymment Road Alternative was not provided to reduce significant environmental impacts, but to improve traffic conditions. The existing alignment is superior to the Realignment of Fiddymment Road Alternative, because fewer resources would be disturbed and fewer air emissions would be generated. However, the proposed alternative alignment would not result in any new significant and unavoidable impacts.

Response to Comment 10-14:

As discussed under Impact C-3 in Appendix C in the Draft SEIR (pages C-42 and C-43), the traffic volumes on Table C-12 reflect the use of Placer County's General Plan traffic model and its 2010 roadway network and land use assumptions. These assumptions differ from the City of Roseville's 2010 traffic model which was used to prepare the traffic forecasts shown on pages 5-11 and C-37 in the Draft SEIR.

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

LETTER 11

JAN WITTER, Executive Director
LESLIE GAULT, District Engineer
CHRIS FERRARI, Development Coordinator
KAREN STILLIAN, Secretary

April 15, 1999

Chris Robles
Senior Planner
Roseville Planning Department
316 Vernon Street #104
Roseville, CA 95678

RE: Comments upon Draft Subsequent EIR for the North Roseville Specific Plan Phase II

Dear Chris:

The Placer County Flood Control and Water Conservation District has reviewed the draft Subsequent Environmental Impact Report (DSEIR) and has the following comments. The District has previously reviewed the North Roseville Specific Plan EIR and draft phase I master drainage plan, and takes no exception to the general approach presented in these documents and the DSEIR for adhering to regional flood control and drainage strategies. Our development coordinator provided a letter to the City of Roseville dated 3/17/99 regarding the 2nd submittal of the Woodcreek West (neighborhood D) Drainage Report stating that the proposed flows and detention structures are consistent with District standards.

11-1

Mitigation measure 4.4-2 of the phase 1 final EIR obligates the applicant to demonstrate that the planned regional stormwater retention facility will have sufficient capacity to contain the increased stormwater runoff from the plan area. The District requests that, when available, this material be submitted for verification of the methodology and conclusions.

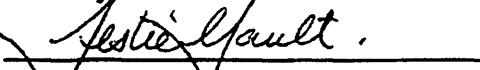
11-2

These comments, including previous comments on the Plan and environmental documentation, do not constitute District approval of the flood control plan, nor do they address the cumulative effects upon regional downstream flooding. The District must review revisions or changes in project configuration, and the draft final master drainage plan, for specifics of implementation and consistency with our Coordination Agreement and policies of the Board of Directors.

11-3

Should you have any questions, please contact me at (530) 889-7592.

Sincerely,



Leslie Gault P.E.
District Engineer

Cc: Garth Gaylord
Jan Witter
Wes Zicker

c:\correspo\letters\robles.doc

COMMENT LETTER 11: Placer County Flood Control and Water Conservation District

Response to Comment 11-1:

Comment noted.

Response to Comment 11-2:

Comment noted. The City of Roseville will provide the requested items to the Placer County Flood Control and Water Conservation District as they become available.

Response to Comment 11-3:

Comment noted.

RECEIVED

LETTER 12

APR 15 1999

PLANNING DEPARTMENT

Tom Laffey
1623 Revere Dr.
Roseville, CA 95747

April 14, 1999

Chris Robles, Senior Planner
City of Roseville Planning Department
316 Vernon Street, Suite 104
Roseville, CA 95678

Re: North Roseville Specific Plan Phase II, Neighborhood D (Woodcreek West)

Dear Mr. Robles:

After attending the neighborhood meeting of April 8 and reviewing the Subsequent Environmental Impact Report for North Roseville Specific Plan Phase II, I have several comments.

My major concern is with the proposal to extend Junction Boulevard to meet Baseline Road instead of extending it to Fiddymint. This proposal is called the "Junction Boulevard Realignment" in the SEIR. In my opinion, this change will result in significantly more truck traffic on Junction Boulevard than is present today or would be present in the future without this connection. I believe that the "Junction Boulevard Realignment Alternative" presented in section 5 (page 10) of the draft SEIR is a much better alternative.

12-1

When comparing the traffic studies for the two alternatives (Fig. 5-1 and Fig. C-8), it appears that the traffic on Junction Boulevard would increase under the alternative realignment. I believe that this is misleading. Careful comparison of the "with alternative" numbers for the street segments of Wookcreek Oaks between Baseline and Junction, Baseline Road between Foothills and Country Club Drive, and Foothills Boulevard both North- and South-bound show that the Alternative Realignment presumes that a significant amount of traffic will choose to use Junction Boulevard between Foothills and Wookcreek Oaks rather than using Baseline Road. This does not fit with common sense or driving experience. What the numbers suggest is that the corner of Foothills Boulevard and Baseline will need to be improved, particularly for traffic that is southbound on Foothills proceeding West on Baseline or for traffic that is eastbound on Baseline proceeding northbound on Foothills.

12-2

Junction Boulevard is already routed through neighborhoods and is close to three schools and several parks. The alternative realignment will simplify the path of a truck route,

12-3

helping to ensure that truck traffic on Junction Boulevard is minimized. Junction Boulevard is not, and must not become, a truck route.

↑ 12-3
Cont'd.

I have heard that the primary reason for not using the Junction Boulevard Realignment Alternative relates to Placer County's lack of timely improvements to the County-owned side of Baseline Road. Roseville must show leadership in this area for the benefit of Roseville residents. I suggest that there are several possible solutions to this problem. The easiest and probably most expensive is for Roseville to make the required improvements itself, with County permission. Another option would be to make the improvements in-kind, with the County making some other improvement, at their expense, which furthers the needs and goals of Roseville residents.

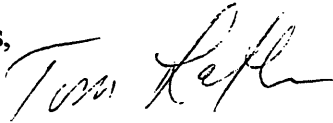
12-4

Whatever the outcome of Baseline Road improvements, I believe the Junction Boulevard Realignment Alternative described in the SEIR is the preferred street routing to minimize truck traffic on Junction Boulevard, thereby minimizing truck noise and improving public safety in the area.

12-5

Sincerely yours,

Tom Laffey



COMMENT LETTER 12: Tom Laffey

Response to Comment 12-1:

Junction Boulevard is not a designated truck route today and is not proposed to be a truck route with the proposed extension of Junction Boulevard. Please see Response to Comment 8-1.

Response to Comment 12-2:

The alignment of Junction Boulevard that is part of the proposed project is consistent with the City of Roseville's CIP that was approved in 1994. The CIP calls for implementation of this extension of Junction Boulevard by 2010 through the project site even if the proposed project is not developed. Figure C-8 (page C-37 of Appendix C) and Figure 5-1 (page 5-11) of the SEIR indicate that, compared to the proposed project, the alternative alignment for Junction Boulevard would result in higher traffic volumes on Baseline Road west of Woodcreek Oaks Boulevard, and on Woodcreek Oaks Boulevard between Baseline Road and Junction Boulevard. These roadway segments would have about 5,000 additional daily vehicles with the alternative alignment, while Junction Boulevard west of Woodcreek Oaks Boulevard would have 5,000 fewer daily vehicles. This same comparison shows that volumes on Junction Boulevard east of Woodcreek Oaks Boulevard, Baseline Road east of Woodcreek Oaks Boulevard, and on Woodcreek Oaks Boulevard north of Junction Boulevard, would be the same under the proposed alignment of Junction Boulevard and under the SEIR alternative alignment. Volumes associated with the "T" intersection alignment option for Junction Boulevard would be the same as the proposed project.

Response to Comment 12-3:

Please see Response to Comment 8-1.

Response to Comment 12-4:

While the south side of Baseline Road is in Placer County, the widening of Baseline Road from 3 lane to 4 lanes along its south side is contained in the City of Roseville's CIP. The CIP calls for this widening by the year 2005.

Response to Comment 12-5:

Comment noted.

April 14, 1999

Roseville Planning Commission
316 Vernon St.
Roseville, CA 95678

Dear Commission,

I am writing this letter concerning the proposed new intersection of Baseline Rd. and Junction Blvd. as proposed in Phase II of the North Roseville Plan which will divert the bulk of the traffic on Baseline Rd. to Junction Blvd.

I am totally OPPOSED to the intersection as now proposed as it takes the traffic into residential neighborhoods, past TWO schools and onto a road which eventually DEAD ENDS into Washington Blvd. This makes no sense to do this just to satisfy the residents on Main St. who seem to have accomplished their objectives with the multitude of stop signs which are now in place on Main discouraging traffic anyway!!

13-1

Baseline is much more of a rural road and would seem to still be the most direct route to the freeway and to other businesses on Baseline. To at least make the above intersection a "Y" intersection so that traffic would have a 50-50 chance to take either direction does not seem to be that hard to do. This arrangement would not be forcing them to take Junction and then make a right on Baseline. Most cars will NOT do this as you are well aware. Your traffic studies that show the bulk of the traffic will remain on Baseline are TOTALLY without substance and only a projection to appease the homeowners on Junction!

13-2

I also would like the commission to take into consideration that each time it approves another development in Northwest Roseville it is further taxing the already overcrowded intersection at Cirby Way and Riverside Blvd. I realize there is not a whole lot that can be done with this intersection but does it make sense to continue developing in this area until there is some sort of solution to this problem?

13-3

Regards,



Carole Gillis
1772 Hilmerton Cir.
Roseville, CA. 95747

COMMENT LETTER 13: Carole Gillis

Response to Comment 13-1:

Comment noted. As shown on Figure C-8 (page C-37 of Appendix C) and Figure 5-1 (page 5-11) of the Draft SEIR, traffic volumes on Main Street between Foothill Boulevard and Washington Boulevard would be the same under the proposed alignment of Junction Boulevard (i.e. the proposed project) as under an alternative alignment (which would connect Junction Boulevard with Fiddymment Road). Please see also Responses to Comments 5-5, 5-6 and 8-1.

Response to Comment 13-2:

Please see Response to Comment 5-6. A "T" intersection at Junction Boulevard and Baseline Road has been included as an option.

Response to Comment 13-3:

Please see Response to Comment 6-3.

Frank J. Ball

1315 Antrim Dr., Roseville, CA 95747

RECEIVED

April 15, 1999

APR 15 1999

Chris Robles, Senior Planner
City of Roseville, Planning Department
316 Vernon Street, Ste. 104
Roseville, CA 95678

PLANNING DEPARTMENT

Dear Mr. Robles:

As a parent and citizen of this marvelous city, I appreciate the opportunity to comment on the North Roseville Specific Plan, Phase II, EIR. The thousands of details addressed in the EIR are a testament to the excellent work of the developer's team, as well as the City Planning Department's forethought and skills. Seeing the inter-relation between projects, I could not help but be struck by the importance of prudent planning because every development effects communities for miles around - and visa versa.

One consideration within the NRSP II calls for Junction to be diverted to, and aligned with, Baseline. If that option were chosen, it would seem to result in heavy through-traffic, likely including trucks, which would severely affect traffic volume and safety conditions on Junction. It seems like that option would worsened traffic throughout the heart of West Roseville including on Woodcreek, Country Club, Foothill, and Washington. This increased traffic would not only degrade the five school crossings on Junction, but also those directly in front of Woodcreek High as well as Silverado Middle. Please consider other alternatives, including distributing this through-traffic onto Pleasant Grove and Blue Oaks by upgrading and using Fiddymment. Using the original plan with Junction going to Fiddymment, all three east-west arteries get some of the Baseline load.

14-1

In relation to increased traffic flow on Junction, have provisions been made to address safety issues, as related to school crossings? There are/may/will be a up to five school crossings on Junction; Heritage Oak Elementary, Silverado Middle, Woodcreek High, Unnamed Elementary, and Saint Clare Parochial. No other east-west artery has this critical safety issue. Please consider minimizing traffic on Junction through these school zones.

14-2

We are all acutely aware of, and for most of us, a part of, the explosive growth within Greater Sacramento, especially South Placer and specifically Greater Roseville. We can appreciate the difficulties trying to forecast needs 10 to 20 years into the future. One thing is clear, development will continue in northern Sacramento County, southern Sutter County as well as southern Placer County. As they do, Baseline will become one of the most heavily used east-west corridors on the west side of Roseville. Now is our opportunity to minimize this disaster in the making. It is my

14-3

understanding, that Placer County anticipates making Baseline 6-lanes from Watt to the Roseville City Limits. Please consider other alternatives rather than directing this incredible flow from Baseline onto Junction - a local street full of schools, parks and neighborhoods, that terminates just 3.5 miles later. Using this updated data, please reconsider continuing Junction to Fiddymment.

↑
14-3
Cont'd.

In light of development under consideration in the adjacent three counties, as well hypothetical development that might occur in these regions, please reanalyze traffic forecasts. In particular please consider the impact created by the proposed 14,000 homes and 14,000 jobs created within Placer Vineyards. Please consider running models that also include the concepts at SR-99 and Riego as well as, probable development along Placer Parkway - should that come to fruition.

14-4

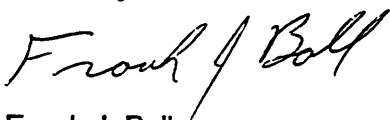
In summary, I respectfully request that the traffic patterns be reanalyzed based upon probable future growth, as well as actual approved developments. To reduce congestion on Junction and throughout West Roseville, please consider returning Junction to its originally planned route to Fiddymment. Please look at additional traffic mitigation remedies to improve safety at the school crossings as traffic volume is increased by development of NRSP II. For the immediate and future benefit of all of West Roseville, please formulate a plan for improving Fiddymment to distribute Baseline's crush.

14-5

My family and neighbors appreciate the Planning Committee's commitment by volunteering to sit in this responsible position. The beauty and quality of life, for which this community is renowned, are a direct result of your efforts, as well as those of your predecessors. I trust that you will exercise your power wisely, and continue that fine work.

14-6

Sincerely,



Frank J. Ball

COMMENT LETTER 14: Frank J. Ball

Response to Comment 14-1:

Please see Responses to Comments 5-6, 8-1, and 12-2. In addition, it should be noted that the proposed project will improve Fiddymment Road between Baseline Road and Pleasant Grove Boulevard.

Response to Comment 14-2:

All five school crossings along Junction Boulevard that are mentioned by the commentor are located at existing or planned traffic signals. With signalization, the proposed project would not result in significant impacts at these locations. The fifth school crossing would be located on Junction boulevard at the local street in the proposed project where there is a site for an elementary school. The project has been modified to require the installation of this signal prior to the opening of the elementary school.

Response to Comment 14-3:

The alignment of Junction Boulevard that is part of the proposed project is consistent with the City of Roseville's CIP which contains this extension of Junction Boulevard by 2010 even if the proposed project is not developed. Improvements are planned for Fiddymment Road and Pleasant Grove Boulevard as part of the proposed project and the City's CIP. Due to these improvements, these roadways will operate free from congestion during peak hours. Please see also Responses to Comments 12-1, 14-2 and 14-3.

Response to Comment 14-4:

As discussed on page 4-26 of the Draft SEIR, the Placer Vineyards Specific Plan was in the preliminary planning stage and, at the release of the NOP on the proposed project, the Placer Vineyards project was not considered to be a complete application with Placer County. The traffic analysis uses the City's traffic model, which is based on Roseville's other local jurisdictions' General Plans. The level of anticipated growth is based on an economic study of absorption rates for residential and non-residential development (see pages 4.9-23 and 4.9-24 of the NRSP DEIR and Response to Comment 6-2). The assumptions used in the traffic model were current at the time the Notice of Preparation was released for the NRSP Phase II DSEIR. Pursuant to CEQA Guidelines Section 15130 (b) (1) (B) (2), which states that "probable future projects" may be limited to those projects requiring an agency approval for an application which has been received at the time that the NOP is released, development proposal applications submitted after the NOP was released were not incorporated into the model. It should be noted that the Placer Vineyards project has yet to be considered by the County, is considered highly speculative, and will be subject to its own CEQA review, which is required to identify impacts of Placer Vineyards on local roadways.

Placer Parkway is a conceptual roadway that would connect SR 65 with SR 70/99 through West Placer County and South Sutter County. An alignment for this roadway has not been established and there is no funding for this connection. Therefore it was not included in the Draft SEIR analysis.

Response to Comment 14-5:

Please see Responses to Comments 14-1, 14-2 and 14-4.

Response to Comment 14-6:

Comment noted.

From: Werner Kuehn[SMTP:wkuehn@excite.com]
Sent: Friday, March 19, 1999 3:42 PM
To: crobles@roseville.ca.us
Cc: jgandler@roseville.ca.us
Subject: NRSP phase II Transportation Comm. 3/16 Mtg

Although I was absent from this meeting, I concur with the other Commissioners in their motion to recommend acceptance of this plan by City Council as adequate as written. I have carefully reviewed all documents as well as 3/16 video...

However, my only general comments refer to
1. Sec 2.5 (pg 2-10) which addresses proposed differences in neighborhood D . These changes in density seem to have a negative impact on the level of traffic flow. Although they seem to be addressed in the report, I still feel that the entire Foothill to Cirby corridor still needs a closer look.

15-1

2. Sec 7-f (pg 4-36) refers to the statistic of only 1-2 % of 2010 population using transit services. I recognize that the Long Range Master Transit plan is intended to address this issue. However, it certainly is a shocking statistic and in my opinion could have been given greater emphasis as an urgent need. We have some tremendous development going on this part of Roseville, but seem to be approaching a "gridlock" situation on the Foothill Blvd. corridor.

15-2

Although not necessary, I would certainly welcome your response or clarifications.. This is quite a complex document and I am making ever effort to try to understand what it is saying.

Thanks !

Werner Kuehn

COMMENT LETTER 15: Warner Kuhlen

Response to Comment 15-1:

While residential densities have changed in Neighborhood D, that neighborhood would have the same number of dwelling units as the adopted NRSP that was analyzed in the NRSP EIR. As discussed on page 4-26 of the Draft SEIR, the proposed project would result in approximately 4,300 additional vehicle trips per day than the project analyzed in the NRSP EIR. The increase in trips is due to changes in non-residential uses. The analysis conducted on the proposed project for the SEIR did not identify any significant traffic impacts in the Foothill Boulevard/Cirby Way corridor. Please see also Responses to Comments 6-3 and 6-4.

Response to Comment 15-2:

Providing additional transit service to the new growth areas of Roseville will require new funding sources. Page 4-37 of the Draft SEIR states that the Long Range Transit Master Plan should be updated not only to include bus service to the proposed project but also to identify a funding source to which the proposed project and other areas served by new transit services can contribute their fair share towards capital and operating expenses.

4. PUBLIC HEARING COMMENTS AND RESPONSES

City of Roseville

Parks and Recreation Commission

March 1, 1999

Commissioners Present: David Uribe, Nicholas Alexander, Gene Endicott
Audrey Huisking, George Goto, Ken Sahl,
Brian Tisdale

Staff Present: Mike Shellito, Director
Paula Finley, Park Development Manager
Chris Robles, Senior Planner
Julie Sparkes, Recording Secretary

I. Roll Call

II. Pledge of Allegiance

III. Approval of Minutes

M/S Huisking/Sahl to approve the minutes of February 1, 1999. The motion was passed unanimously.

IV. Oral Communications

None

V. Official Communications/Reports from Other Departments

None

VI. Special Requests/Reports/Presentations

A. North Roseville Specific Plan Phase II

Mr. Robles reviewed Phase II including 3 proposed park sites.

Ms. Finley discussed proposed amenities of the park sites dedicated in the plan.

Mr. Sahl questioned the source of water for detention.

Mr. Robles responded that this is storm drainage that is directed into the park and then released back into the creek drainage when able.

Mr. Endicott received clarification that the Commission was to review Exhibit A and timing of project.

Mr. Robles commented that the parks would be constructed on fee generation.

Mr. Uribe questioned joint use with Woodcreek West and if site plans were set in stone. Mr. Shellito responded that we will have a joint use agreement with Woodcreek West and that the proposed park plans are conceptual plans.

Mr. Alexander would like to see the dog park expedited.

Mr. Endicott questioned how someone might access the parks other than by car. Mr. Robles discussed bike trail connectivity and residential development.

Open to the Public

Steve Schnobel, Mourier Construction, 1830 Vernon Street, Suite 9. He is in favor of the proposed plan.

Closed to the Public

M/S Endicott/Goto to approve that the Parks and Recreation Commission conceptually approve the park plan in the Public Facilities Section of the North Roseville Specific Plan - Phase II.

B. City-Wide Park Projects. Priorities. Funding

Mr. Shellito reviewed city-wide parks list and costs. There is a shortfall to complete all proposed projects. The Commission could choose from the following options; 1) prioritize the current list knowing you will run out of money, 2) make a recommendation to raise City-wide park fees, or, 3) reduce development plan of specific plan. This list of projects should be reviewed as staff approaches budget each year. Discussion occurred regarding funding issues. This item was adjourned to the meeting on 3/8/99 at 6:00pm.

C. Proposal for Park Site 56 - NCRSP

Mr. Shellito reviewed the proposal and the advantages.

Mrs. Huisking questioned the next closest park site.

Mr. Shellito responded that Cathryn Gates Elementary School Site is a neighborhood park about ¼ mile away. Vencil Brown and Buljan Park are within ½ mile. Highland Reserve North, Parcel 52, is the nearest city-wide park less than one mile away.

Mr. Sahl questioned the access to Highland Reserve Park.

The access will be from Pleasant Grove overpass.

Mr. Sahl asked about community center size.

Mr. Shellito stated that this building would hold a meeting room, fitness center, pool and locker room.



TRANSPORTATION COMMISSION MEETING

Minutes

for

March 16, 1999

Commissioners Present: Richard Hipkins, Jerry Alass, Kirpal Singh

Commissioners Absent: Jim Ward, Werner Kuehn

Staff Present: Jeannie Gandler, Transportation Manager
Chris Robles, Senior Planner
Rob Jensen, Senior Civil Engineer
Jeannie Lera, Recording Secretary

RECEIVED

MAR 23 1999

PLANNING DEPARTMENT

MEETING MINUTES :

Continued to April 20, 1999

ORAL COMMUNICATIONS:

None.

SPECIAL PRESENTATIONS/REPORTS:

A. North Roseville Specific Plan (NRSP) Phase II - Subsequent Environmental Impact Report (EIR)

Chris Robles gave a brief overview of the report. Concluding his review Mr. Robles asked for comments from the Commission stating all comments would be forwarded to the Planning Commission and City Council. All comments will be responded to in the Final Impact Report prepared for the Subsequent EIR.

Mr. Alass asked about the reconstruction of Baseline Road at Junction Blvd. Mr. Robles said the intersection would be signalized. The rationale behind having Junction sweep down to Baseline Road is to direct traffic north on Junction which can handle larger traffic volumes than Baseline.

Mr. Aplass wanted to know what level of service (LOS) the intersection would operate at. Mr. Robles said it would be within LOS "C".

Mr. Aplass inquired about the intersection of Riverside and Cirby. Was it analyzed in the report? What are the ultimate plans for that intersection? Mr. Jensen said all of the intersections within the City were analyzed using the City's post processor to look at the LOS. However, not all of the intersections were shown in the EIR. That intersection continued to function at the LOS "C" under the 2010 condition. Mr. Jensen will forward the exact geometry that is in the Capital Improvement Program (CIP) on to Mr. Aplass.

Mr. Jensen went on to say the City is in the process of updating the CIP and there will be improvements beyond what is currently in the 2010 program. Mr. Aplass asked about the two alternatives for the Riverside/Cirby Intersection, the triple left on the northbound movement to west Cirby or a flyover. Are both of these scenarios considered in this EIR? Mr. Jensen said the current mitigation measure identified for that intersection in the CIP is a grade-separated structure (flyover). The project was analyzed with that improvement. Staff did look at the triple left turn as a possibility. The City is exploring that option as an improvement in lieu of the grade-separated structure. That will go before the Council sometime in the future. Mr. Jensen said this document does not intend to change the current CIP or General Plan.

Mr. Robles wanted to add that the developers for this project will be contributing approximately \$300,000 towards the improvements at the intersection of Cirby and Riverside.

Mr. Hipkins asked Mr. Robles to explain the alternatives to, and realignment of, Fiddyment Road. Using the maps on the board, Mr. Robles explained what was planned.

Mr. Hipkins asked if the realignment would be occurring any time soon. Mr. Robles said it would not be a part of this project. It could take a separate track which may correspond with this project, should it go forward.

Mr. Hipkins wanted to know when the work would commence and finish in relation to the actual development construction work in the Baseline and Fiddyment area. Mr. Robles said pending approvals this spring, the construction would start this summer. The portion of improvements that include Baseline, Junction Blvd. and Pleasant Grove are occurring during the first phase which will start this summer with completion late this year or next spring.

RECOMMENDATION

Mr. Aplass made the motion, which was seconded by Mr. Singh, that the NRSP Phase II Subsequent EIR is adequate.

The motion was approved unanimously.

B. Roseville Transit Performance Standards Report - 2nd Quarter FY 98/99

Ms. Gandler gave a summary of the 2nd Quarter Performance Standards Report for FY 98/99, pointing out standards that continue to need some attention and improvement.

**CITY OF ROSEVILLE
PLANNING COMMISSION MEETING
APRIL 15, 1999
MINUTES**

Planning Commissioners Present: Greg Cowart, Patricia Efseaff, Ted Gaines, Rocky Rockholm
Betty Sanchez, Nicholas Warner

Planning Commissioners Absent: Rex Clark

Staff Present: Patty Dunn, Planning Director
Dan Dameron, Principal Planner
Chris Robles, Senior Planner
Rich Glenn, Deputy City Attorney
Alison Bermudez, Recording Secretary

ORAL COMMUNICATIONS

Pete Gissing, 116 Sonoma Ct., addressed the Commission regarding the EIR for the Lincoln Quarry Project. He read where the amount of trucks traveling to/from quarry could be in excess of 600 trucks. He wanted to know if the Planning Commission was reviewing the EIR. Another issue he addressed is the termination of drain lines at sidewalks. The drains that carry rainwater terminate at sidewalks and when there is excess runoff it causes water to run across the sidewalk. He proposed that developers be required to carry the drain underneath the sidewalk.

NEW BUSINESS

- A. **GENERAL PLAN AND SPECIFIC PLAN AMENDMENT, REZONE, DEVELOPMENT AGREEMENTS AND SUBSEQUENT ENVIRONMENTAL IMPACT REPORT FOR THE NORTH ROSEVILLE SPECIFIC PLAN PHASE II - FILE # GPA 98-13, SPA 98-10, RZ 98-18 & DAA 98-07:** The applicants requested approval of a General Plan Amendment, Specific Plan Amendment to the North Roseville Specific Plan (NRSP), Rezone and Development Agreements for the NRSP Phase II. The NRSP anticipated a mixed use community to be developed in two phases. The specific plan covers approximately 1,389 acres, including 736 acres for Phase I and 653 acres for Phase II. Phase I was approved August 6, 1997, NRSP EIR, SCH#96112014. A conceptual land use plan was approved for Phase II, however, land use and zoning entitlements were not granted, these entitlements are being requested at this time. Phase II would extend the NRSP to the corporate boundaries on the west side of the City. Land uses proposed by the plan include: 2,466 residential units of which 1,770 are low density single family units, 140 are medium density units, and 556 are high density multi-family units; non-residential development consists of 15.6 acres of Community Commercial land use, a 10 acre elementary school site and 4.5 acre school administration site, a 14.9 acre church and parochial school site, a 1.5 acre fire station site, 29.1 acres of park, and 111.1 acres of open space. The proposed Specific Plan amendment addresses aspects of land use, circulation, infrastructure, public services, implementation, and design characteristics and changes to the project that have occurred since Phase I approval. In addition there are four minor plan amendments which affect Phase 1 design characteristics, these are proposed to reflect current City policies. The project also includes an amendment to the General Plan to increase the residential unit allocation by 2,466 units from 42,225 to 44,691 dwelling units. Applicant: David Wade, Wade Associates

PROJECT OVERVIEW AND GENERAL COMMENTS:

Senior Planner, Chris Robles presented the background and an overview of the project. He gave a brief discussion on each of the proposed entitlements. He also stated that he would present the project in sections. At the conclusion of each section presentation, staff will respond to questions and comments from the Commission and the item will be opened for public comment. Recent comments received by staff on the SEIR were handed out to the Commission. Mr. Robles indicated that all EIR comments will be responded to in the final EIR. Planning Commission recommendations will be forwarded to the City Council for final approvals.

SECTION 2.1 LAND USE

Mr. Robles presented the staff report for the Land Use element. He discussed the General Plan, Specific Plan Amendment and the Rezone. Mr. Robles also discussed the permitted uses and development standards for the project.

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

Representing applicant, Tim Taron, 2710 Gateway Oaks Dr., Sacramento, addressed the Commission and responded to questions. He stated that he had received a copy of the staff report and was in agreement with staff's recommendations.

Mr. Taron discussed the following regarding the project:

- Proposal is high quality;
- Good mix of housing units;
- Mourier 160 parcel is a large lot project;
- Significant amount of park and open space;
- Funding for parks and schools in Development Agreement;
- Project has many extra provisions;
- Church and future parochial school site;
- Gifted 4.5 acres for school administration building;
- Kirby/Riverside project was advanced \$300,000;
- Mahany Park completion was advanced \$1.5 million; and
- Little League was granted \$500,000 for fields at Mahany Park.

The following addressed the Commission in support of the project:

- Rich Clay, 1403 Everett Way, representing Woodcreek Little League
- David West, 3977 Allegro Ct., Antelope
- Father Collen McDonnell, 4313 Shadwick Dr., Antelope, representing St. Clair Parish
- Ray Aguilera, 5091 Goldfield Way
- Bill O'Brien, 6201 Herth Cedar
- Carol Yellowbrick, 4635 Forester Way, Antelope, representing St. Clair Advisory Council

There was discussion on the following:

- Need for additional baseball fields for area children;
- St. Rose Catholic Church membership exceeds capacity;
- Proposed project will allow for the construction of a church for St. Clair Parish; and
- Future church improvements plan for a parochial school.

PC-1

The following addressed the Commission against the project:

- Paul Moran, 301 Wedmore Ct., representing Woodcreek Oaks Neighborhood Association

There was discussion on the following:

- Referenced a petition with 120 signatures in opposition;
- Believes SEIR is outdated in regards to traffic counts;
- Concern increased traffic on Junction will be a safety hazard for children going to/from school;
- Plan will bring 3 apartment complexes to the area;
- Concern for traffic hazards of bike trail terminating at Baseline Rd.;
- Believes Woodcreek parks are currently overcrowded;
- Circulation plan will increase truck traffic traveling Junction Blvd. as they will be unable to turn onto Baseline Rd.; and
- Impact of additional water usage if there is a drought.

PC-2

The Commission/Staff discussed the following regarding land use:

- Ratio of open space/parks to housing;
- Phase I approval intended to provide park credit for Phase II;

- Amount of parks located in Phase II; and
- Total amount of neighborhood parks within the NRSP.

Chair Efseaff closed the public hearing on the land use portion of the NRSP II.

SECTION 2.2 AFFORDABLE HOUSING

Mr. Robles presented the staff report for the affordable housing related to the project. Mr. Robles addressed the plan's number of affordable units, number of low/middle income purchase units, and number of low income rental units. He stated that the project complies with the General Plan 10% Affordable Housing Goal.

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

Being no one interested in speaking, Chair Efseaff closed the public hearing regarding the affordable housing.

SECTION 2.3 CIRCULATION

Mr. Robles presented the staff report for the circulation summary for the project. He discussed the roadways, bike and pedestrian pathway system, and the transit plan. Mr. Robles then addressed the proposed alignment of Junction Blvd. and Fiddymment Road and alternative alignments identified in the SEIR. Rob Jensen, Senior Civil Engineer, addressed the Commission and presented information on the circulation level of service, and the traffic volumes anticipated with each of the proposed circulation plans.

There was discussion on the following:

- Mitigation to amend CIP for Fiddymment/Baseline improvements;
- Proposed alignment of Junction Blvd. intended to direct traffic away from Baseline Road;
- Traffic impacts on Junction Blvd.;
- Alternative alignment for Junction to extend westerly to Fiddymment Road;
- Project impacts on the City's Level of Service standard;
- Future realignment of Walerga Road and Fiddymment Road are still unknown;
- Placer Parkway project;
- Signalization at Baseline and Fiddymment Roads; and
- Truck routes and their enforcement.

Chair Efseaff opened the public hearing and invited comments form the applicant and/or audience.

The following neighbors addressed the Commission and expressed concern for the alignment of Junction

- Lisa Kosmak, 317 Morecombe Ct.
- Henk VanEmpel, 1812 Glastonbury Circle
- Kelly Morehouse, 133 Ledbury Ct.
- Norv Holverson, 422 Dawnridge Dr., representing Cresthaven Neighborhood Association
- Rich Wagner, 1071 Caragh Street
- John Johnson, 233 Burkswell Ct.
- Pete Gissing, 116 Sonoma Ct.
- Ron Orsolini, 400 Garden Breeze Ct.
- Keith Roswald, 208 Burkswell Ct
- Steve Youngblood, 1429 Badovinac Dr.

They spoke regarding:

- Concern that full Placer Villages project not included in model and the adequacy of the traffic analysis;
- Timely notification of project;
- Allowing cars traveling Baseline to continue straight and not forcing them to travel on Junction Blvd.;
- Prefer a "T" intersection at Baseline and Junction;
- Effect traffic will have on property values;
- Safety concern for children going to/from school with increased traffic on Junction;
- Need for a church, but not at risk of children's safety;

PC-3

- Mitigation and improvements required at Cirby and Riverside;
- Request to have Walerga realignment improved earlier;
- The lack of Cirby/Riverside improvements; and
- Potential effect increased truck traffic will have on Junction Blvd.

Tim Taron addressed the Commission. Mr. Taron discussed the level of service the plan proposes. He also believes the change of the circulation will just move traffic from one area to another. The applicant has made a commitment to the church and the school district for their structures to begin construction in June. Mr. Taron indicated the project is under very strict time constraints. Any changes made to the plan will delay these projects.

There was discussion on the following:

- Effect changes will have on the proposed schedule;
- Land Use Plan will have to be created for any changes made to the plan;
- Baseline Road projected to be 4 lanes by 2010; and
- Truck traffic on Baseline Road and Junction Blvd.

The Commission recessed to allow Mr. Taron time to discuss with his engineer the effect of the intersection change. The Commission asked how much of a time delay this change would cause.

The Commission reconvened.

Mr. Taron responded to the Commission that changing to a "T" intersection at Baseline Td. and Junction Blvd. would cause an approximate 30 day delay to the project.

Chair Efseaff closed the public hearing. The Commission requested information on how a left turn movement would work with a "T" intersection. Mr. Jensen responded that such an intersection would meet City standards and no problems were anticipated. After further discuss on this item the Commission indicated a split vote on recommending a "T" intersection vs. the proposed alignment. Commissioners Gaines, Warner and Sanchez indicated support for the "T". Commissioners Rockholm, Cowart and Efseaff indicated alignment as proposed in the Specific Plan.

SECTION 2.4 RESOURCE MANAGEMENT

Mr. Robles presented the staff report for the Resource Management Section of the project. He discussed the proposed mitigation for the loss of vernal pools and other seasonal wetlands, the wildlife habitat impacts, and the conversion of the undeveloped landscape. There was discussion on cultural resources and the agencies responsible for regulating such resources.

Chair Efseaff opened the public hearing and invited comments form the applicant and/or audience.

Being no one interested in speaking, Chair Efseaff closed the public hearing.

SECTION 2.5 PUBLIC FACILITIES AND FACILITIES

SECTION 2.7 IMPLEMENTATION

SECTION 2.8 MISCELLANEOUS EIR SECTIONS

Mr. Robles presented the staff report for the Public Facilities and Services, Implementation and Miscellaneous EIR Sections of the project.

There was discussion on the following:

- Water conveyance;
- Drainage;
- Schools;
- Parks;
- Financing and the development approval process;
- Air quality and noise;
- Cumulative analysis for the NRSP and unavoidable impacts

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

Being no one interested in speaking, Chair Efseaff closed the public hearing.

SECTION 3 DESIGN GUIDELINES

Mr. Robles presented the staff report for the Design Guidelines. He discussed the landscape corridors and the unique conditions within the plan area.

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

Being no one interested in speaking, Chair Efseaff closed the public hearing.

SECTION 4 DEVELOPMENT AGREEMENT

Mr. Robles presented the staff report for the Development Agreements. He identified the unique provisions of the Development Agreement including a contribution to Little League fields in Mahany Park and advance of City wide Park fees and advance of Traffic fees to be used to improve the intersection of Cirby Way and Riverside Ave.

Chair Efseaff asked the Commission for a motion.

Commissioner Cowart made the motion, which was seconded by Commissioner Rockholm to recommend approval for a General Plan and Specific Plan amendment, Rezone, Development Agreements for the NRSP Phase II located at 6851 Fiddyment Road.

The motion passed unanimously.

ADJOURNMENT

Chair Efseaff asked the Commission for a motion to adjourn the meeting.

MOTION

Commissioner Rockholm made the motion, which was seconded by Commissioner Cowart to adjourn to the meeting of April 22, 1999. The motion passed unanimously at 9:39 PM.

CITY OF ROSEVILLE PLANNING COMMISSION MEETING -- APRIL 15, 1999

Response to Comment PC-1:

Comments noted.

Response to Comment PC-2:

The traffic analysis prepared for the Draft SEIR (see page 4-26 of the Draft SEIR) assumed more dwelling units overall than what is included under the proposed project; therefore, the impacts identified are conservative and the impacts of the proposed project are assumed to be either the same as what is analyzed in the Draft SEIR or slightly less severe.

Please see Responses to Comments 5-5 and 8-1 regarding school safety.

The bike trail will start at Freerun Park (in the southeast portion of Neighborhood D) and extend in a northerly direction through the utility corridor. It is anticipated that a connection will be made with the on-street bike lane to be provided on Baseline Road. All bike trails will be designed to City Standards which will reduce potential traffic hazards to less-than-significant levels.

Please see Response to Comment 8-1 regarding issues associated with traffic on Junction Boulevard.

As discussed on page 4-66 of the Draft SEIR, the addition of 1.73 mgd of water required by the proposed project would not exceed the city's existing water entitlements. In addition, all new landscaping would be designed to comply with the City's Water Efficient Landscape Requirements in combination with the City's Water Efficient Landscape Requirements. Implementation of the proposed project would not adversely impact the city's existing water supplies.

Response to Comment PC-3:

Please see Response to Comment 14-4 regarding the Placer Vineyards project.

The North Roseville Specific Plan, which included a conceptual land use plan for Phase II of the project was approved by the City in 1997. Due to minor changes made to the land use plan and a request for land use and zoning entitlements a Subsequent EIR was required to be prepared for Phase II of the project. City staff publicly noticed availability of the Draft SEIR by sending a Notice of Availability (NOA) to those individuals and agencies that commented on the Notice of Preparation (NOP), sent notices to those property owners within 300 feet of the project site and placed a 1/8 of a page advertisement in the Press Tribune newspaper. Adequate noticing for the proposed project was provided as required under CEQA.

Please see the description in Chapter 2 which describes the option of a "T" intersection.

3. Written Comments and Responses

Please see Response to Comment 4-5 regarding property values.

Please see Responses to Comments 5-5 and 8-1 regarding safety concerns.

Please see Responses to Comments 6-3, 6-4, and 15-1 regarding improvements required at the Cirby Way/Riverside intersection.

Please see Responses to Comments 1-5 and 2-2 for information on the Walerga Road realignment.

Please see Response to Comment 8-1 regarding increased truck traffic on Junction Boulevard.

APPENDICES
