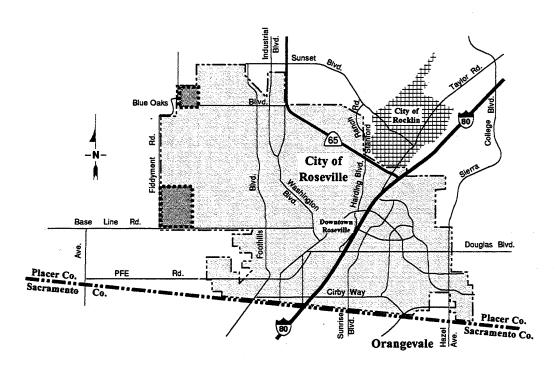
North Roseville Specific Plan Phase II

Final Subsequent Environmental Impact Report SCH #98112063



PREPARED FOR THE

City of Roseville Planning Department



PREPARED BY



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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.

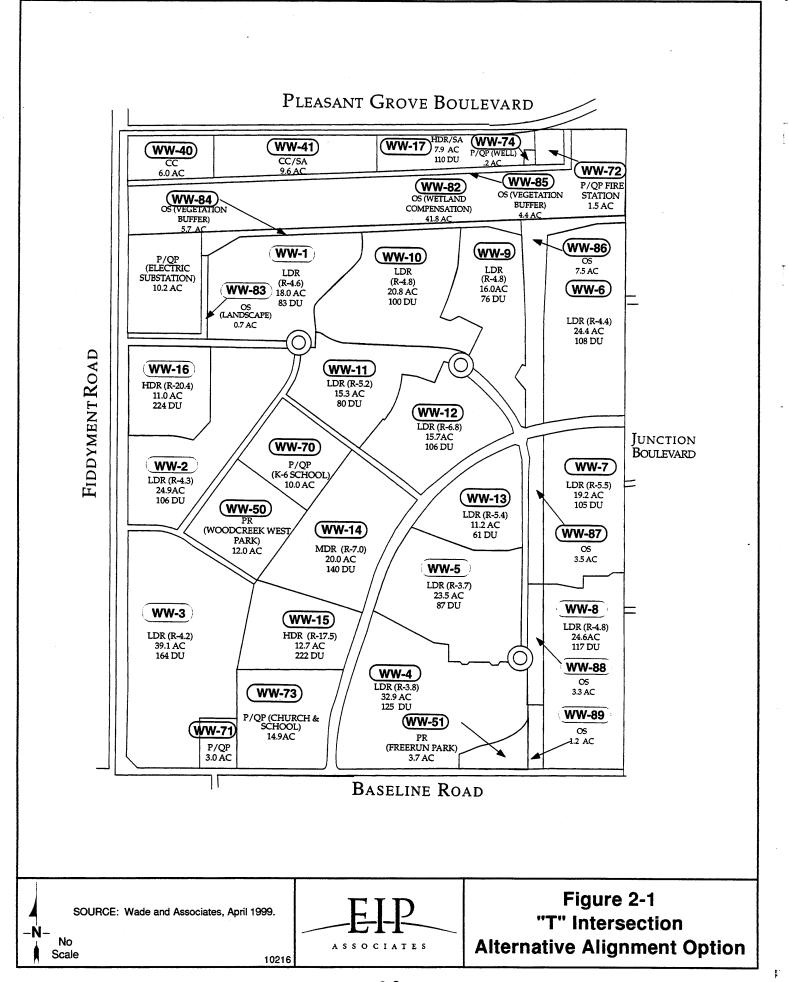


TABLE 2-1

"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	<i>7</i> 6
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		<i>7</i> .5	
WW-87	OS	Open Space		3.5	
WW-88	OS	Open Space		3.3	
WW-89	OS	Open Space		1.2	
		ROW - Woodcreek West		26.4	*****
TOTAL				492.6	2,014
Source: Wa	ade Associates, A	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	В
Foothills Blvd. at Blue Oaks Blvd. ¹	0.33	A
Foothills Blvd. at Pleasant Grove Blvd.	0.49	Α
Foothills Blvd. at Junction Blvd.	0.56	Α
Foothills Blvd. at Baseline Rd./Main St.	0.71	С
Foothills Blvd. at Cirby Way	0.77	С
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/a²	A
Woodcreek Oaks Blvd. at Junction Blvd.	n/a²	A
Woodcreek Oaks Blvd. at Baseline Rd.	0.69	В
Fiddyment Rd. at Baseline Rd.	n/a²	A
Fiddyment Rd. at Pleasant Grove Blvd.	n/a²	A
Sun City Blvd. at Pleasant Grove Blvd.	n/a²	A
Fiddyment Rd. at Del Webb Blvd.	n/a²	A

Source: DKS Associates, 1995.

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:

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

2010 MARKET ROADWAY IMPROVEMENTS IDENTIFIED IN PREVIOUS

DOCUMENTS

	2010	Del	NEC	HP	Highland Reserve	North	
Project	Market- GP EIR	Webb SP EIR	M-2 Line	Master Plan EIR	North SP	Roseville	Stoneridge
Roadway Widenings	or Lik	or circ	Exp. EIR	rian cik	EIR	SP EIR	SP EIR
Atlantic St. (4 lanes) - Vernon to Harding	x						
Baseline Rd. (4 lanes) - City limits to Foothills	х						
Blue Oaks Bl. (5 lanes) - Industrial to Foothills		х		х			
Blue Oaks Bl. (4 lanes) - Foothills to Woodcreek Oaks				X			
Blue Oaks Bl. (6 lanes) - HP Collector 'B' to Foothills						Х	
Cirby Wy. (5/6 lanes) - Foothills to Oak Ridge	х						
Eureka Bl. (6 lanes) - Douglas to Professional	х						
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				х	1		
Riverside Ave. (6 lanes) - Cirby to Orlando	X						·
Rocky Ridge Dr. (6 lanes) - Professional to n/o Target	х						
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 Sierra College Bl. (6 lanes) -							X
County line to Douglas Stanford Ranch Rd. (4 6 lanes)	X						
Fairway to City limits S. Cirby Way (4 lanes) - Rocky	X				X		
Ridge to Old Auburn Sunrise Ave. (6 lanes) - County	X						
line to Madden Taylor Rd. (4 lanes) - I-80 to	X						
City limits Washington Bl. (4 lanes) -	X						
Sawtell to Blue Oaks Source: DKS Associates, 1998.	х						
SOURCE: DISS ASSOCIATES, 1998.							

3. WRITTEN COMMENTS AND RESPONSES

Arthur G. Baird 3843 Kenwood Way Roseville, California 95747

RECEIVED

April 3, 1999

APR 0 6 1999
PLANNING DEPARTMENT

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

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 1-1 sound wall is erected on one side of baseline, then a sound wall needs to be erected on both sides. 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. 1-3 3. Light from the development will destroy the peaceful rural night atmosphere we have currently. 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. 5. The proposed relocation of Walerga to meet Fiddyment 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 Fiddyment will back up traffic past Crowder. 6. I do not have statistics on the accident rate at Fiddyment 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.

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 Fiddyment Road as the current intersection of these two roadways. The distance between the Crowder Lane and Fiddyment Road (about 800 feet) will provide adequate distance under the proposed project to store vehicle queues at the Fiddyment Road/Baseline Road intersection without blocking the Crowder Lane/Baseline Road intersection. The installation of traffic signals at Baseline Road and Fiddyment 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.

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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 Fiddyment 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.