



**Transportation Commission Meeting
Council Chambers
311 Vernon Street
November 15, 2016 – 7:00 p.m.
Agenda**

- 1. Call to Order**
- 2. Welcome – Roll Call**
 - David Nelson, *Chair*
 - Jeff Short, *Vice-Chair*
 - Joe Horton
 - Chinnaian Jawahar
 - Ryan Schrader
 - Richard DeMarchi
 - Emily Nunez, *Youth Commissioner*
 - *Vacant position*
- 3. Pledge of Allegiance**
- 4. Meeting Minutes**
 - a. October 18, 2016 (ACTION REQUIRED)
- 5. Oral Communication (Time Limitation Five (5) Minutes)** *Anyone wishing to address the Commission on matters not on the Agenda please stand, come to the podium and state NAME for the record.*
- 6. Consent Calendar**
 - a. None
- 7. Special Presentations/Reports**
 - a. Highway 65 Widening Project
 - b. Woodcreek Oaks Boulevard Widening Project (ACTION REQUIRED)
- 8. Staff and/or Commission Reports/Comments**
 - a. Alternative Transportation Division Update
- 9. Pending Agenda**

None
- 10. Adjournment**

Note: If you plan to use audio/visual materials during your presentation, they must be submitted to the City of Roseville 72 hours in advance. All public meetings are broadcast live on Comcast Channel 14 or Surewest Channel 73 and replayed the following morning beginning at 9:00 a.m. Meetings are also replayed on weekends.



Transportation Commission

Regular Meeting

October 18, 2016 – 7:00 p.m.

Draft Minutes

1. Call to Order

The meeting was called to order at 7:00 p.m. by Commissioner Nelson.

2. Roll Call

Commissioners Present

David Nelson – *Chair*
Jeff Short – *Vice-Chair*
Tracy Mendonsa
Joe Horton
Chinnaian Jawahar
Ryan Schrader
Richard DeMarchi
Emily Nunez - *Youth Commissioner*

Staff Present

Mike Dour, Alternative Transportation Manager
Eileen Bruggeman, Alternative Transportation Analyst II
Michael Christensen, Deputy City Attorney
Jason Shykowski, Principal Engineer
Debbie Dion, Recording Secretary

3. Pledge of Allegiance

Commissioner Jawahar led those in attendance in the Pledge of Allegiance.

4. Meeting Minutes

a. September 20, 2016 – *Action required*

MOTION:

Commissioner Jawahar made the motion, which was seconded by Commissioner Short to approve the meeting minutes of September 20, 2016.

Ayes: Nelson, Short, Mendonsa, Horton, Jawahar, DeMarchi, Nunez
Noes: None
Abstain: Schrader
Absent: None

5. Oral Communications

Commissioner Nelson opened the Public Comment period.

Mike Barnbaum, Ride Downtown 916, addressed the Commission on the start of Game Day Express service on October 27th. Mr. Barnbaum also spoke on upcoming regional meetings.

Commissioner Nelson closed the Public Comment period.

6. Consent Calendar

a. None

7. Special Presentation/Reports

a. Measure M Update

Luke McNeel-Caird, Senior Planner/Engineer, Placer County Transportation Planning Agency, and Jason Shykowski, Principal Engineer made the presentation.

Commissioner Nelson opened the Public Comment period.

Mike Barnbaum, Ride Downtown 916, addressed the Commission in support of Measure M and urged a regional approach in marketing efforts.

Commissioner Nelson closed the Public Comment period.

Staff and Commissioners discussed.

Mr. McNeel-Caird responded to questions.

This item was provided as informational only. No action required.

b. City of Roseville Title VI Program, Public Participation Plan and Language Assistance Plan – Action required

Eileen Bruggeman, Alternative Transportation Analyst II, made the presentation.

A question and answer session between Commissioners and staff ensued.

Commissioner Nelson opened the Public Hearing period.

There were no public comments.

Commissioner Nelson closed the Public Hearing period.

Motion by Commissioner Short, seconded by Commissioner Mendonsa, to recommend the City Council adopt the City of Roseville Title VI Program, Public Participation Plan (PPP), and Language Assistance Plan (LAP).

Ayes: Nelson, Short, Mendonsa, Horton, Jawahar, Schrader, DeMarchi, Nunez
Noes: None
Absent: None

8. Staff and/or Commission Reports/Comments

a. Alternative Transportation Division Update

1. Mobility Training Program of South Placer County
2. Game Day Express
3. Recent Media Coverage

Eileen Bruggeman, Alternative Transportation Analyst II, made the presentation on Item 1.

Mike Dour, Alternative Transportation Manager, made the presentation on all other listed items.

Staff and Commissioners discussed.

Staff provided this item as informational only. No action required.

9. Pending Agenda

None

10. Adjournment

MOTION

Commissioner Jawahar made the motion, which was seconded by Commissioner Mendonsa, to adjourn the meeting.

Ayes: Nelson, Short, Mendonsa, Horton, Jawahar, Schrader, DeMarchi, Nunez

Noes: None

Absent: None

The meeting was adjourned at 8:00 p.m.

David Nelson, Chair

Debbie Dion, Recording Secretary

Item 7A. Highway 65 Widening Project

Staff Mike Dour, Alternative Transportation Manager
Luke McNeel-Caird, PCTPA, Senior Planner/Engineer

Recommendation

This presentation is provided for informational purposes. No action is required.

Background

Highway 65 between Roseville and Marysville was designated as part of the state's highway system in the 1960's. Highway 65 was originally routed through Downtown Roseville via Washington Boulevard. The Highway 65 Roseville Bypass, constructed in the late 1980's, realigned the highway to its current location. The highway is now experiencing operational problems caused by high peak traffic volumes, which causes backups in both the northbound and southbound directions. The existing four-lane freeway exceeds 100,000 vehicles per day near I-80. The Highway 65 Widening Project is intended to reduce traffic congestion, improve operations, and enhance safety.

Discussion

The Placer County Transportation Planning Agency (PCTPA), along with Caltrans, the cities of Lincoln, Rocklin, Roseville, and the County of Placer, are project partners for the Highway 65 Widening Project.

PCTPA began the environmental and project approval process in 2013. The following three project alternatives are being considered in the environmental document:

- Alternative 1 – Carpool Lane
- Alternative 2 – General Purpose Lane
- Alternative 3 – No-Build (No Project)

Both build alternatives include widening Highway 65 to six lanes between I-80 and Blue Oaks Boulevard. The current project schedule anticipates project approval and environmental clearance in 2017, which will allow the project design phase to begin.

At the Transportation Commission meeting, PCTPA staff will provide a presentation of the Highway 65 Widening Project including an overview of the project alternatives. An update will also be provided on the I-80/SR 65 Interchange Improvements and I-80 Auxiliary Lanes projects.

ROSEVILLE TRANSPORTATION COMMISSION



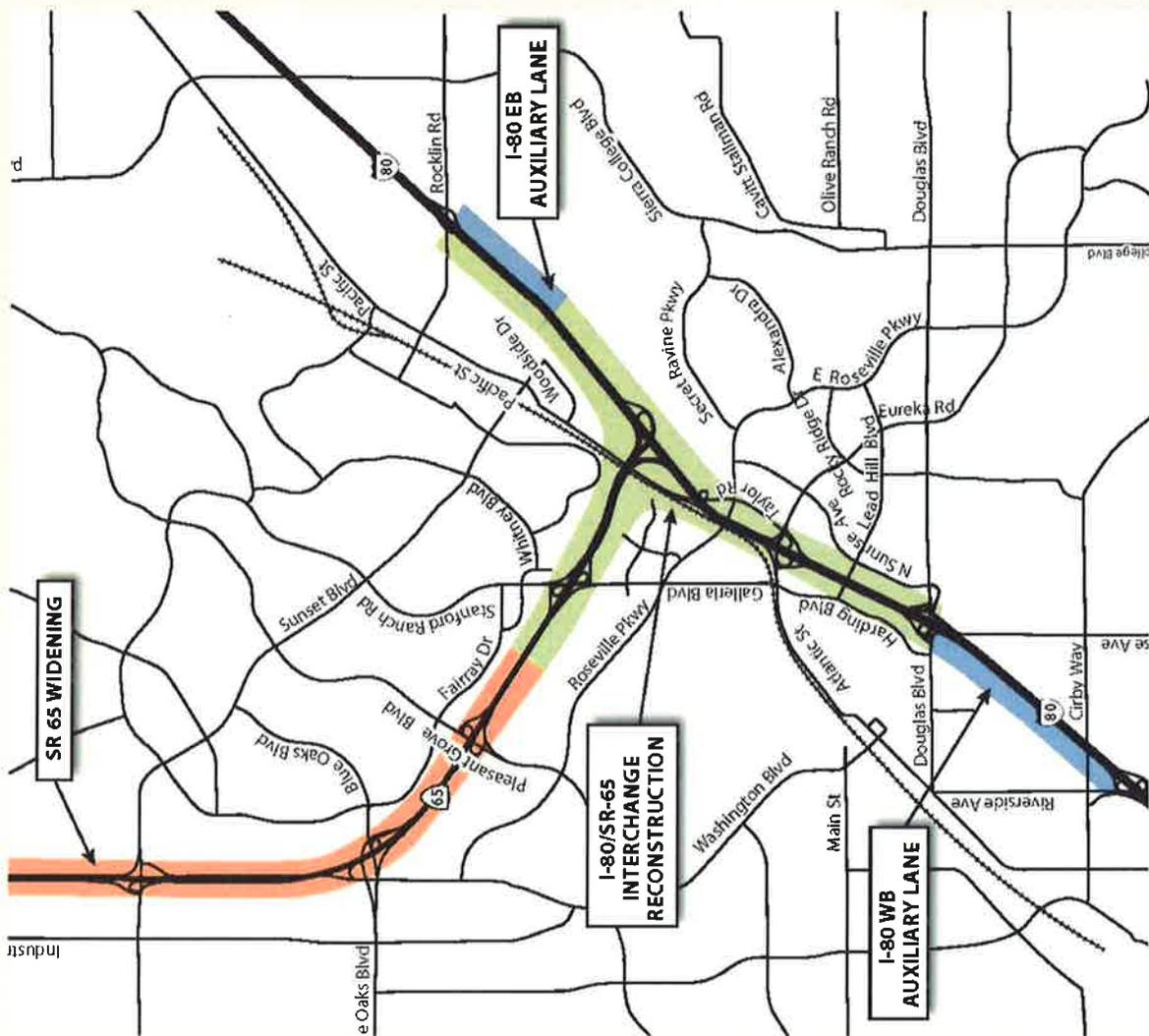
PROJECT APPROVAL & ENVIRONMENTAL DOCUMENT (PA&ED) PHASE

PLACER COUNTY
TRANSPORTATION
PLANNING AGENCY

NOVEMBER 15, 2016



The Big Picture



Measure M

KEEP PLACER  MOVING

Transportation Investment Plan



PLACER COUNTY
TRANSPORTATION
PLANNING AGENCY
200 Nevada Street
Auburn, CA 95603
(530) 835-4500

www.KeepPlacerMoving.com

www.pctpa.net



65 Widening

Highway 65 Widening Project



Project Overview

- Project Study Report (PSR) – Completed 2013
- Project Approval and Environment Document (PA&ED)
- Design, Right of Way, and Construction

03-Pla-65 PM 6/5/12 8
Project Id No. 0300001103
EA 03-1P-179K
OCTOBER 2012

Project Study Report-Project Development Support
(PSR-PDS)

To

Request Programming for
Capital Support
(Project Approval and Environmental Document
Phase)

On Route 65
0.5 miles northwest of Galleria Boulevard/Stanford
Between Ranch Road
And Lincoln Boulevard

APPROVAL RECOMMENDED:
[Signature]
PRESIDENT, SANJOAQUIN DEVELOPMENT AUTHORITY IDENTIFIED IN THIS
PSR-PDS AND ALIAS AND RISK REGISTER

APPROVED: *[Signature]* 1-3-13 DATE:
DISTRICT DIRECTOR SAMUEL JORDAN, PROJECT MANAGER



Project Partners

PCTPA



PLACER COUNTY
TRANSPORTATION
PLANNING AGENCY

Caltrans



Placer County



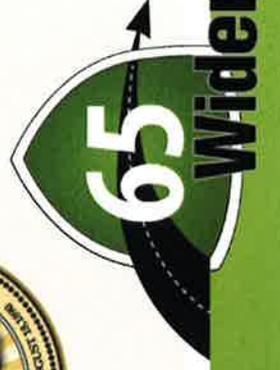
City of Roseville



City of Rocklin



City of Lincoln



Project Study Area



Existing Morning Traffic Congestion

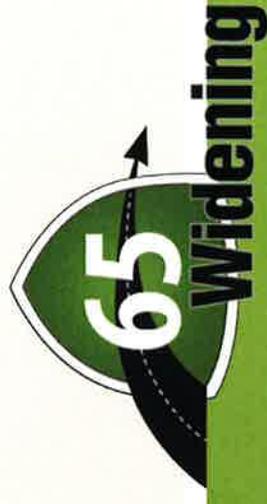
Looking North from Pleasant Grove Boulevard Overcrossing



Proposed Improvements



- 6 Lanes from I-80 to Blue Oaks Boulevard
- Auxiliary Lane Between Galleria Boulevard/Stanford Ranch Road and Pleasant Grove Boulevard



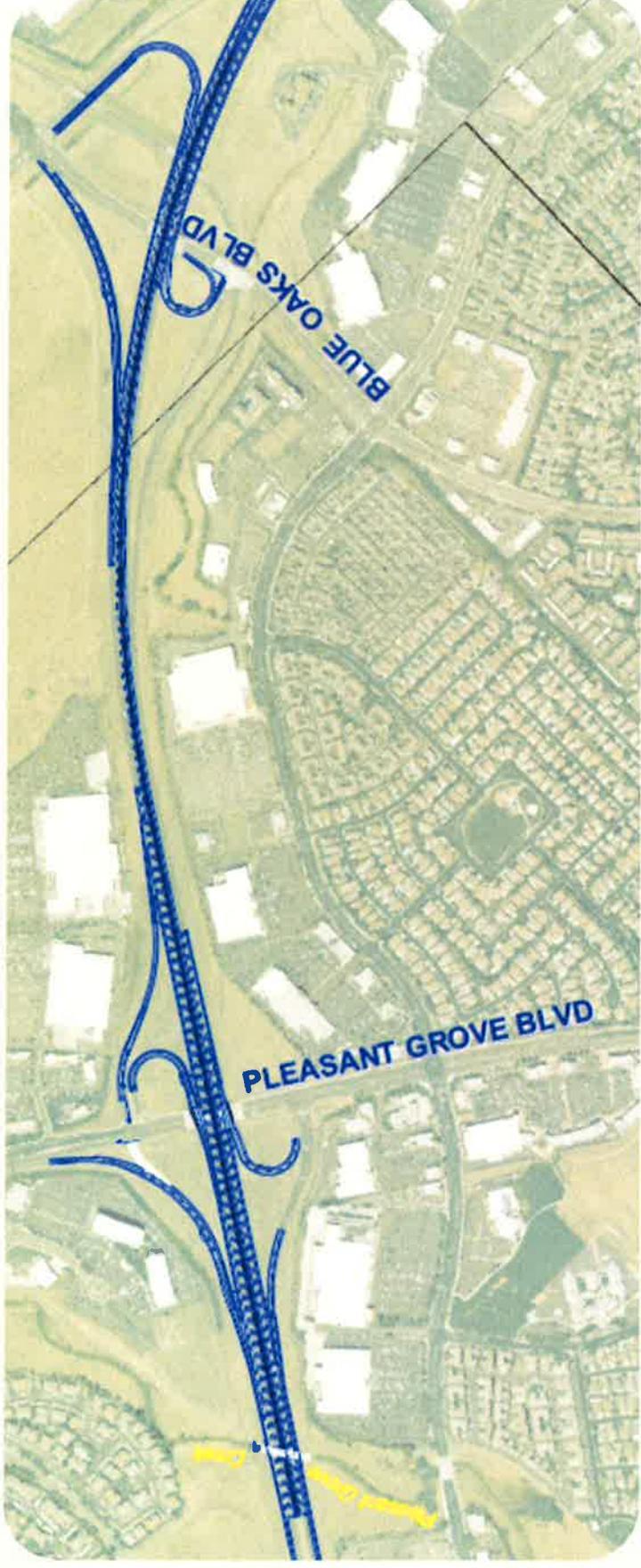
Proposed Improvements



- Auxiliary Lanes Between
 - Blue Oaks Boulevard and Sunset Boulevard
 - Whitney Ranch Parkway and Twelve Bridges Drive



Project Alternatives



- Fourth Lane on Southbound Highway 65 from Pleasant Grove Boulevard to Blue Oaks Boulevard
- Alternative 1: Carpool Lane
- Alternative 2: General Purpose Lane



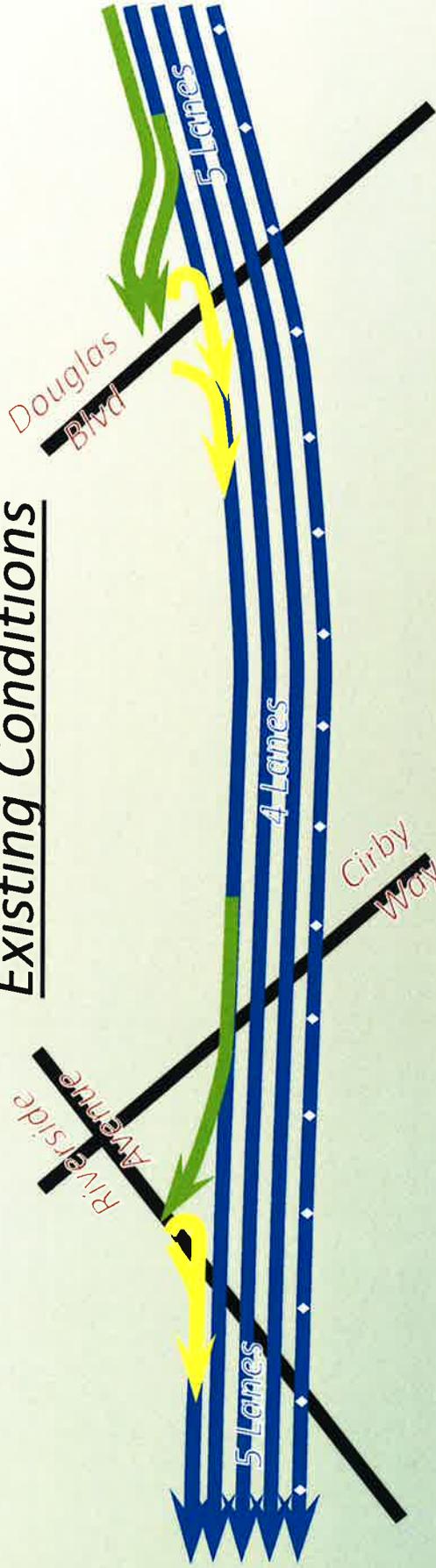
How to Get Involved

- Draft Environmental Document
- Visit project website
 - <http://pctpa.net/projects/sr65widening/>
- Sign up for email notifications
- Attend upcoming public meetings

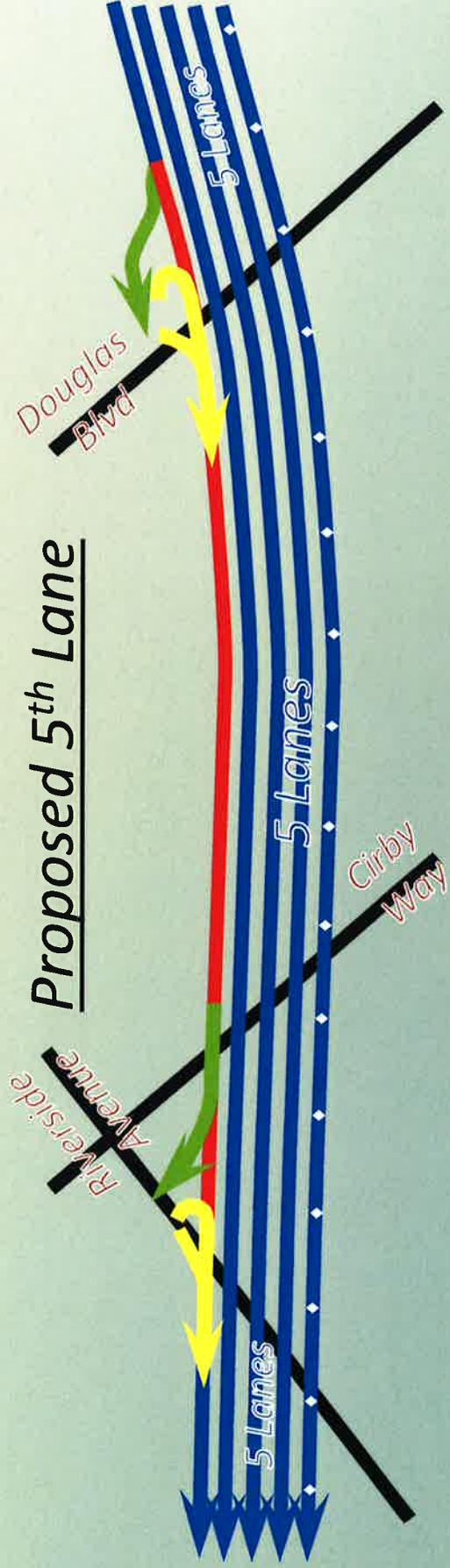


WESTBOUND I-80 - PROPOSED 5TH LANE

Existing Conditions

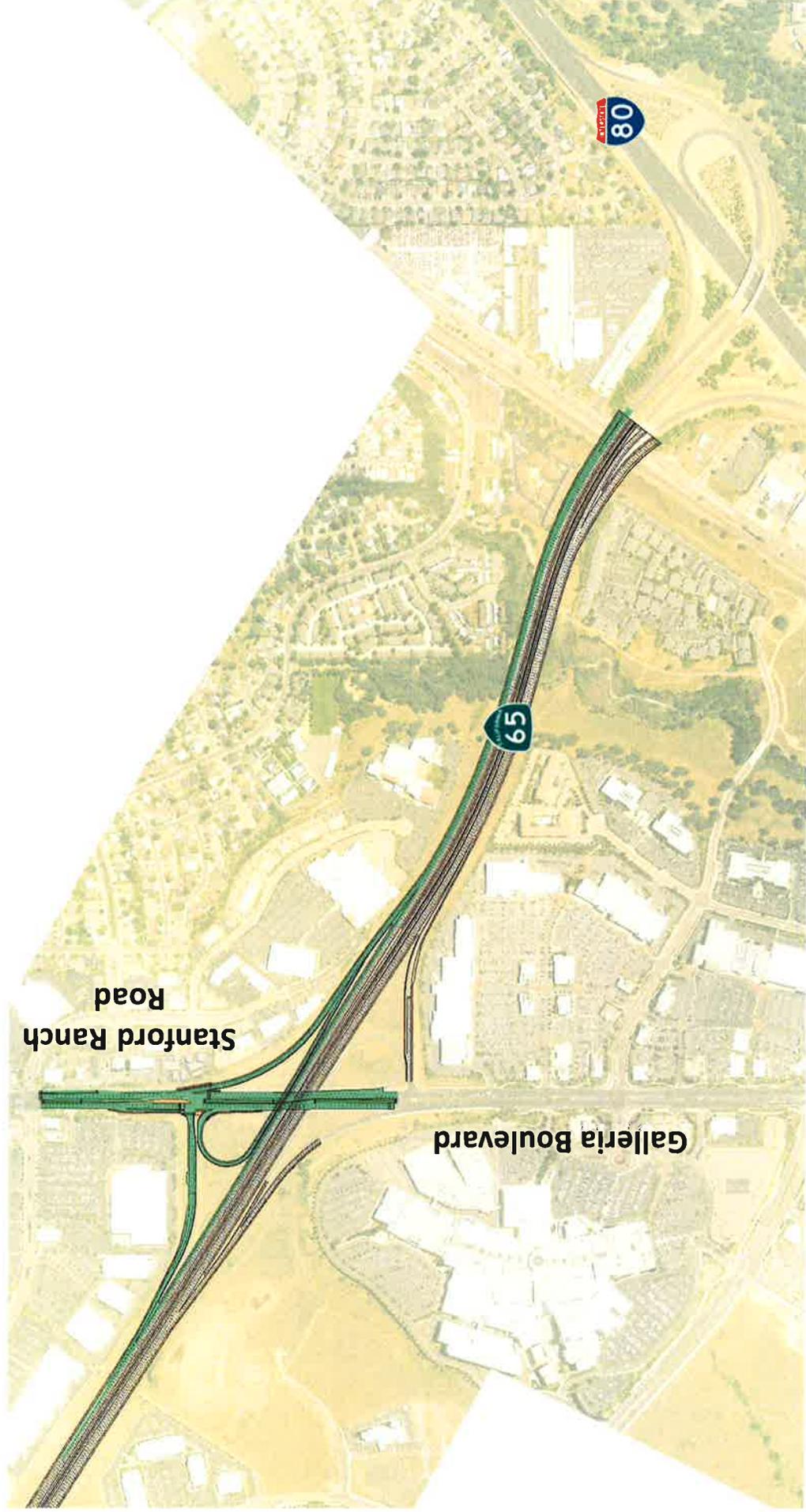


Proposed 5th Lane



I-80 / SR 65 Interchange Improvements

Phase 1 Project Construction



Questions?



Luke McNeel-Caird, P.E.
Senior Planner/Engineer

lmcneel-caird@pctpa.net



PLACER COUNTY
TRANSPORTATION
PLANNING AGENCY



Item 7B. Woodcreek Oaks Boulevard Widening Project

Staff Stefanie Kemen, Assistant Engineer, Public Works Department

Recommendation

Staff recommends that the Transportation Commission:

- Accept public comment on the project and the Initial Study/Mitigated Negative Declaration (IS/MND) (Exhibit A);
- Provide comments to staff on the project and the IS/MND; and,
- Based on public and commission comments received, recommend the City Council adopt the IS/MND (Exhibit A) and approve the project as described therein.

Background

The Northwest Roseville Specific Plan, adopted by the City Council in May, 1989, called for Woodcreek Oaks Boulevard to be a four lane arterial roadway from Baseline Road to Marblethorpe Drive. A traffic analysis prepared by Fehr & Peers in May 1988 assessed the traffic impacts of the residential and commercial developments proposed within the NWRSP and identified the need for the four lane arterial Woodcreek Oaks Boulevard. Woodcreek Oaks Boulevard north of Marblethorpe Drive was further established as an ultimate 4 lane roadway with the adoption of the North Roseville Specific Plan in 1997.

When Woodcreek Oaks Boulevard was constructed, it was built with its curbs in their ultimate right of way location with extra wide medians to allow widening of the roadway to its ultimate four lane configuration when future development necessitated it. Woodcreek Oaks Boulevard has already been widened to its ultimate 4 lane configuration from Baseline Road to 600' north of Pleasant Grove Boulevard. The HP Campus Oaks Development project is currently widening Woodcreek Oaks Boulevard from Crimson Ridge Way north to Blue Oaks Boulevard. The City's project will connect the two four-lane segments north and south of it, widening Woodcreek Oaks Boulevard to its ultimate 4 lane configuration from 600' north of Pleasant Grove Boulevard to Crimson Ridge Way (see Attachment 1 – IS/MND Figure 2 Project Location).

Discussion

On July 7, 2016 City Council awarded a contract to Dokken Engineering to design the Woodcreek Oaks Boulevard widening project which will implement the improvements identified in the Northwest Roseville and North Roseville Specific Plans, and as described in the City's Transportation System Capital Improvement Program. The project consists of the following components (see Attachment 2 – IS/MND Figure 3 Project Features).

- 1) Widening 1.5 miles of roadway from 2 to 4 travel lanes,
- 2) Widening into the median, protecting all curb, gutter, sidewalk and landscaping outside the travel way, and all median landscaping wherever not prohibited by left turn lane and travel lane configuration,
- 3) Construction of a twin bridge over the South Branch of Pleasant Grove Creek to accommodate the two new lanes, and

- 4) Installation of bioswales (within new curb, gutter, and sidewalk areas north of Horncastle Drive), and tree plantings (within medians and outside the travel way) to achieve Low Impact Development (LID) standards.

As part of the outreach efforts in advance of the release of the IS/MND, staff and the consultant held a public workshop on August 24, 2016 in the Martha Riley library to solicit public input on the project. Approximately 2,400 mailers were sent to residents, and the event was advertised on the public works project specific website, social media, and emailed to subscribers of the City's Traffic Alerts. Approximately 100 people attended the event and there were 30 written comments received from residents (Attachment 3). Following is a summary of the 7 most prominent comment categories followed by staff responses:

- 1) Signal at Calle Las Casas – there were 11 written comments requesting and/or describing the need for a new signal at the intersection of Calle Las Casas/driveway entrance to the golf course and Woodcreek Oaks Boulevard.
 - a. Staff has reviewed the intersection of Calle Las Casas and Woodcreek Oaks Boulevard and found that it does not meet warrants for a traffic signal. Staff will continue to monitor the intersection's service level but does not recommend a new signal at this time.
- 2) Speeding concerns – there were 7 written comments regarding speeding already occurring and the perception that the widening will worsen speeding/decrease safety
 - a. The posted speed limits on this segment of Woodcreek Oaks Boulevard will not change as a result of the roadway widening. Comments regarding existing speeding have been forwarded to the police department.
- 3) Signal at Marblethorpe – there were 4 written comments requesting and/or describing the need for a new signal at the intersection of Marblethorpe and Woodcreek Oaks Boulevard,
 - a. Traffic studies of this intersection do not show warrants are met for a new signal at the intersection of Marblethorpe Drive and Woodcreek Oaks Boulevard. Staff will continue to monitor the intersection's service level but does not recommend a new signal at this time.
- 4) Campus Oaks Construction – there were 3 written comments detailing various concerns about the construction currently underway on the Campus Oaks Development's widening of Woodcreek Oaks Boulevard from Crimson Ridge way north to Blue Oaks Boulevard.
 - a. Staff forwarded these concerns to the Development Services Department, as this is a private development project. Consistent with the Campus Oaks Development project CEQA mitigation measures, future traffic concerns related to the Campus Oaks Development should be directed to EE Christensen Jr (Chris), Construction and Field Property Manager at cell: 916-960-9700.
- 5) Landscaping – there were 3 written comments pertaining to the preservation of, or requests for increasing, landscaping in the corridor where feasible.
 - a. Except in the open space area, the widening is towards the median, and there is no removal of trees in the sidewalk areas. The project will preserve median trees and landscape areas as much as feasible, and will add trees (planned gain of 19 trees) and water quality landscaping features in areas with new median and new curb, gutter, and sidewalk.
- 6) Noise – there were 3 written comments expressing concern about increase in road noise due to a perceived increase in traffic the widening will bring.
 - a. Traffic noise modeling shows the project will not increase noise levels from transportation sources in excess of standards established in the City of Roseville General Plan Noise Element or Noise Ordinance, nor will it result in any substantial permanent increase in ambient noise levels. At most modeled locations, the 2035 cumulative projected traffic noise increase is less than 3 dBA, which is the threshold for human ear perception of a noise increase.

- 7) Water Quality – there was 1 written comment requesting the use of water quality measures to ensure health of streams and environment with this project.
 - a. Bioswales and tree cover will be incorporated into the project north of Horncastle Avenue to achieve Low Impact Development conformance with the West Placer Post Construction Stormwater Design Manual, adopted in April 2016.

Environmental Review

The California Environmental Quality Act (CEQA) requires that all state and local government agencies consider the environmental consequences of projects over which they have discretionary authority before acting on those projects. An Initial Study (IS) is a public document used by the decision-making lead agency to describe the proposed project, the existing setting, and to determine whether the project may have a significant impact on the environment. If it is determined in an IS that the proposed project will not have a significant impact on the environment, a Negative Declaration (ND) or Mitigated Negative Declaration (MND) shall be prepared.

In accordance with CEQA, an IS was prepared for the proposed project (Exhibit A – previously provided to Transportation Commission Members). The Initial Study conclusion is that, with the exception of short-term construction noise (as discussed further below), all potential impacts can be mitigated to a less-than-significant level. As such, an MND is proposed to satisfy CEQA requirements.

This project is not subject to the National Environmental Policy Act (NEPA).

Environmental Summary

Potentially significant impacts were identified for the following environmental issue areas:

- Biological Resources:
- Cultural Resources
- Noise (during bridge construction only)

Proposed CEQA mitigation is fairly standard and includes the application of several best management practices as well as 11 recommended mitigation measures. With the exception of short-term construction noise, potential impacts to the above issue areas can be reduced to less than significant with application of the recommended mitigation measures.

As discussed in the Initial Study, short-term construction noise within the project limits was previously analyzed and related noise impacts disclosed in the Environmental Impact Reports prepared for the *Northwest Roseville Specific Plan* (Final EIR dated May 10, 1989) and *North Roseville Specific Plan Phase 1* (Final EIR dated July 1997). According to these EIRs, short-term construction noise could be significant and unavoidable for sensitive receptors that exist within and adjacent these plan areas during specific plan buildout, which includes the proposed project. The majority of noise sensitive receptors (residences) in the project area occur along Woodcreek Oaks Boulevard, located approximately 50 feet from the proposed roadway widening behind existing sound walls. The Initial Study acknowledges that construction-related noise at these locations may periodically exceed the 50 dBA Leq and 70 DBA Lmax General Plan thresholds during construction. The analysis further acknowledges that pile driving noise at the proposed bridge construction site could generate unmitigated noise levels at the nearest residences (located 250 – 300 feet from the pile driver) between 83 and 85 dBA. Recommended mitigation measures NOI-1 and NOI-2 require pile driving activities be limited to the hours between 9 A.M. and 5 P.M. and that specially designed noise curtains be installed around the impact hammer to reduce noise. Such noise curtains would reduce pile driving noise by up

to 15 dBA at a distance of 50 feet. With mitigation, pile driver noise levels would measure approximately 70 to 73 dBA at the nearest residences. The IS conclusion is that with exception of short-term construction noise for which impacts were previously disclosed, implementation of mitigation measures identified in the IS/MND would mitigate all potential impacts to less than significant and an MND is proposed to satisfy CEQA requirements.

Environmental Review Public Outreach and Comment

The IS/MND is currently available for a 30 day public review and comment period from October 21, 2016 through November 21, 2016. The environmental document availability was announced: 1) via a post card mailing to approximately 2,400 residents surrounding the project; 2) via email to those that signed up for email notices; 3) on the City's website; and 4) via a legal notice published in the October 21, 2016 edition of the Roseville Press Tribune. These notices advised of the IS/MND availability and public comment period. Hard copies of the environmental document were made available at the Permit Center front counter and electronic copies were available via the City's website.

At the time of this writing (November 8, 2016), one written public comment (an email) has been received by the City on the draft IS/MND from the California Department of Fish and Wildlife (Attachment 4). The CDFW email comments are similar to comments previously received and responded to by the City during the adoption of the Amorusa Ranch Specific Plan EIR. Primary comments address plant survey methodology, recommendations for pre-construction surveys, details of the project's mitigation plan (which are yet to be developed and will occur during the permitting process), and details and protocols for determining presence of burrowing owl and appropriate mitigation. City response to these and the balance of CDFW comments is also provided in Attachment 4. With regard to CDFW's primary concerns, as indicated in the City's responses, the follow revisions were incorporated into Initial Study Mitigation Measures: BIO-1 was revised to clarify that, should pre-construction surveys identify potential impacts to sensitive plant species, the City would seek CDFW approval of the related mitigation plan and performance standards; BIO-3 was revised to require pre-construction surveys within 3 days of vegetation removal, new surveys if a break in construction longer than 2 weeks occurs, and new performance standards were added to better define when nesting buffers should be adjusted; BIO-4 was revised to further clarify survey methods and exclusion plan requirements should preconstruction surveys confirm owl presence. The City's responses and mitigation measure revisions adequately address the CDFW comment letter.

Additionally, the City has received two phone calls and one email from residents with general questions about the project. The phone call questions were answered over the phone and primarily involved questions on project status, schedule and a desire to maintain the neighborhood feel and safety for pedestrians and school age children. The email inquiry did not question the adequacy of the CEQA document but did request assistance with identifying signalized intersection level of service impacts under the cumulative no project scenario and expressed interest in understanding how public input has been reflected in the proposed project design. An email reply was provided which explained that under the no project cumulative condition the time when intersection operations would degrade below LOS C is dependent on the pace of land development and the timing of new transportation infrastructure constructed elsewhere in the City. The email reply further explained that staff has made every effort to study areas of concern expressed by the public and adjust project design as appropriate. For example, replacing missing trees in the median areas has been incorporated into the project. Also, sight distance was checked at intersections to confirm stopping sight distance standards are met. Further, the proposed bridge will be constructed wide enough to allow for a future class 1 path to be located on the east side of the structure if the City decides to route a path along this road in the future. Additionally, the City studied intersections in the project area to determine whether new signalization was warranted.

With the exception of the CDFW comment which staff feels has adequately addressed, no other comments addressing adequacy of the IS/MND have been received as of the time of this writing. Any written comments received addressing the IS/MND between the time of this writing and the Transportation Commission Meeting on November 15, 2016 will be provided to the commissioners and made available to the public at the meeting. Any comments received between the November 15, 2016 Transportation Commission Meeting and the close of comment period on November 21, 2016 will be tabulated with responses and provided to the City Council for consideration prior to taking action on the project.

Next Steps

Staff recommends the Commission provide a recommendation to City Council regarding adoption of the IS/MND and direct staff to proceed with development of the roadway widening design and bid documents consistent with the project described therein.

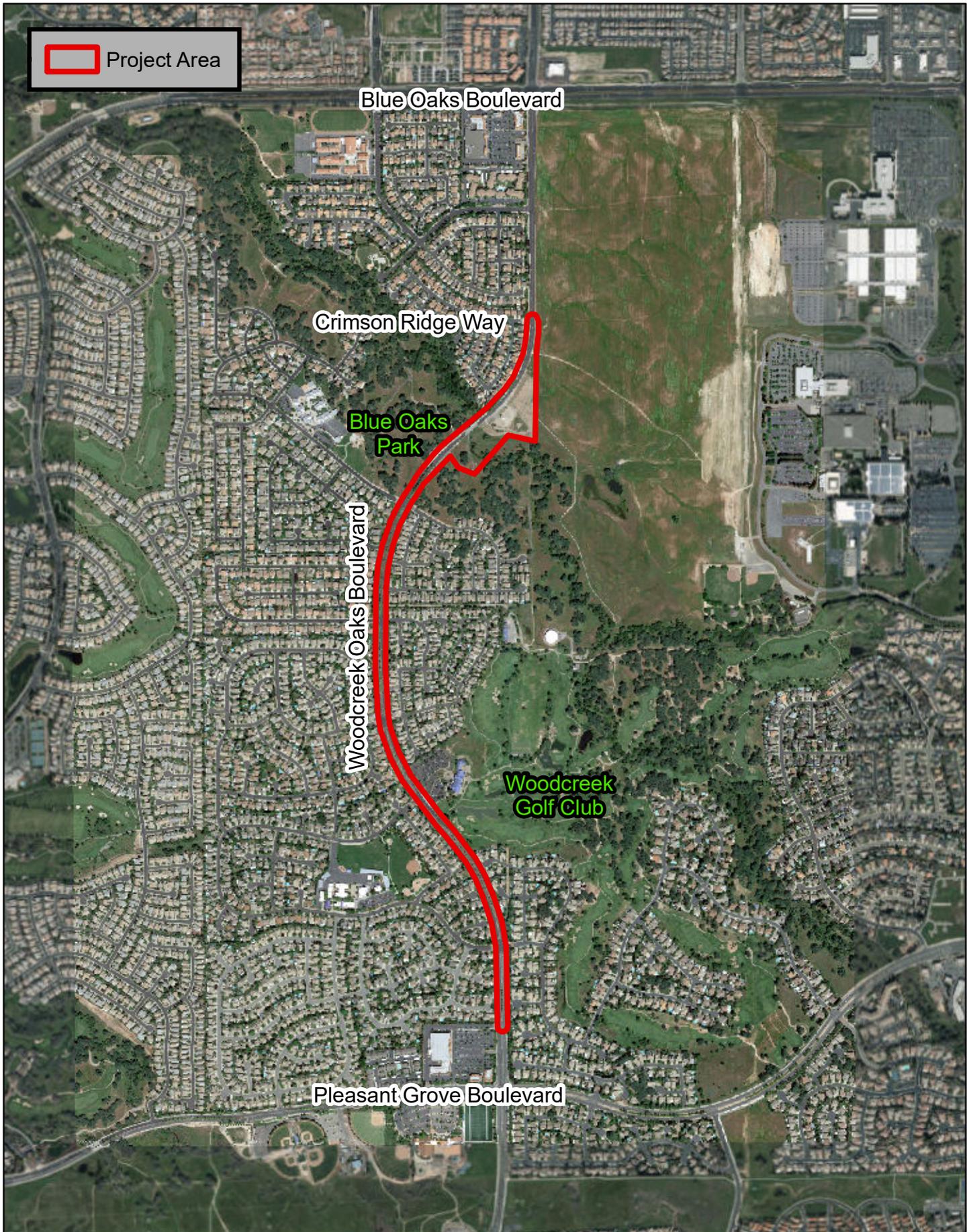
Also, staff has begun to secure the required state permits to prepare the project for construction beginning in summer 2017. Staff will reach out to the public again with advance notice of project construction.

Exhibits/Attachment(s):

Exhibit A: Woodcreek Oaks Boulevard Widening Project Initial Study/proposed Mitigated Negative Declaration (previously provided to commissioners).

Attachments

1. IS/MND Figure 2 Project Location
2. IS/MND Figure 3 Project Features
3. August 24, 2016 Community Workshop Comment Cards Summary Table
4. Comments, Responses and Errata to the Initial Study/Proposed Mitigated Negative Declaration



Source: ESRI 2016. Created by: Dokken Engineering, 2016



Figure 2
Project Location
Woodcreek Oaks Boulevard Widening Project
City of Roseville, Placer County, California

FIGURE 3: Project Features



Woodcreek Oaks Community Workshop Comment Cards - August 24, 2016

Comment Card	Response
<p>1) Add signal at golf course due to traffic demand for left and right turns. 2) consider doing a maintenance overlay on existing lanes to limit impact to area so you don't have to come in a couple years later</p>	<p>1) Traffic studies of this intersection do not show warrants are met for a new signal at the intersection of Calle Las Casas and Woodcreek Oaks Boulevard. Staff will continue to monitor the intersection's service level but does not recommend a new signal at this time. 2) A maintenance overlay is planned with this project.</p>
<p>With the increase in traffic, I have concerns over pedestrian safety. 40 mph speed limits will not be obeyed on a 4 lane thoroughfare. My children attend Silverado and Woodcreek HS and the increase in traffic makes their walk or bikeride to school even more unsafe. PLEASE 3X consider building pedestrian bridges over Pleasant Grove to connect pedestrians N of Pleasant Grove to the schools south of Pleasant Grove</p>	<p>The posted speed limits on this segment of Woodcreek Oaks Boulevard will not change as a result of the roadway widening. Comments regarding existing speeding have been forwarded to the Police Department.</p>
<p>Please consider the overall pedestrian use of Woodcreek Oaks Blvd. It is used by children and adults alike on a regular basis. We have ensured the current ability and accessibility to facilities via walking. It has improved our lives and I would hate that accessibility taken away or diminished due to heavy traffic, speeding vehicles, noise pollution.</p>	<p>The posted speed limits on this segment of Woodcreek Oaks Boulevard will not change as a result of the roadway widening. Comments regarding existing speeding have been forwarded to the Police Department. Traffic noise modeling shows the project will not increase noise levels from transportation sources in excess of standards established in the City of Roseville General Plan Noise Element or Noise Ordinance, nor will it result in any substantial permanent increase in ambient noise levels. At most modeled locations, the 2035 cumulative projected traffic noise increase is less than 3 dBA, which is the threshold for human ear perception of a noise increase.</p>
<p>Please put a signal in at Calle Las Casas. It is already difficult to cross the street. With 4 lanes it will be more dangerous!</p>	<p>Traffic studies of this intersection do not show warrants are met for a new signal at the intersection of Calle Las Casas and Woodcreek Oaks Boulevard. Staff will continue to monitor the intersection's service level but does not recommend a new signal at this time.</p>
<p>I am very concerned about the safety of the construction and final result around the Horncastle intersections. There is a blind corner created by the retaining wall that has made it very difficult to turn right from Horncastle to Woodcreek going north and trees blinding the curve turning south. I think the street is too windy and too residential for widening. There are already other streets in the immediate area (Foothills, Fiddymont, Blue Oaks, Pleasant Grove) that can handle capacity that this project shouldn't be necessary.</p>	<p>The consultant checked and confirmed stopping sight distance standards are met at this intersection.</p>
<p>Please make sure you are aware of the speeds that the cars go. Kids that cross this street when walking to school will not be safe, and I highly encourage that you make sure kids can feel safe crossing that street. At least put some sort of recognition that there is a light up ahead, so people know to slow down.</p>	<p>The posted speed limits on this segment of Woodcreek Oaks Boulevard will not change as a result of the roadway widening. Comments regarding existing speeding have been forwarded to the Police Department.</p>
<p>Great Presentation</p>	
<p>If you keep these two lanes, people will think "O, it's like a freeway. Let's drive fast". And bad things will probably happen....(Please don't let cars drive too fast!)</p>	<p>The posted speed limits on this segment of Woodcreek Oaks Boulevard will not change as a result of the roadway widening. Comments regarding existing speeding have been forwarded to the Police Department.</p>
<p>Safety along the sidewalk is a concern. Students & families use the sidewalk along Woodcreek Oaks. What safety measures will there be during construction? Please ensure water features are incorporated to ensure the health of our streams & environment</p>	<p>The construction of this project will not be within the sidewalk areas. The City will notify residents of construction activities in advance, and there will be City inspection staff on the site during construction to enforce safety and public convenience requirements for pedestrians.</p>
<p>The current construction outside of Crimson Ridge Way is very dangerous. We have lost the function of a left turn lane going into Crimson Ridge. We need a left turn lane off Woodcreek Oaks turning onto Crimson Ridge.</p>	<p>Staff forwarded these concerns to the Development Services Department for follow up. Consistent with the the Campus Oaks Development project CEQA mitigation measures, future traffic concerns related to the Campus Oaks Development should be directed to EE Christensen Jr (Chris), Construction and Field Property Manager at cell: 916-960-9700. This project will provide a left turn lane off Woodcreek Oaks onto Crimson Ridge.</p>
<p>There is not an existing traffic problem except 20 minutes during school drop off & pick up. However, adding more lanes will only bring the traffic that doesn't exist. Certainly, not designed for residents. If this must go through please design the bioswales so that there is not a drop off if the vegetation doesn't grow. I've seen some relay poor designs that actually created a hazard for pedestrians.</p>	<p>The Northwest Roseville Specific Plan, adopted by the City Council in May, 1989, called for Woodcreek Oaks Boulevard to be a four lane arterial roadway from Baseline Road to Marblethorpe Drive. A traffic analysis prepared by Fehr & Peers in May 1988 assessed the traffic impacts of the residential and commercial developments proposed within the NWRSP and identified the need for the four lane arterial Woodcreek Oaks Boulevard. Bioswale design will conform to the West Placer Post Construction Stormwater Design Manual, adopted in April 2016.</p>
<p>The trees/bushes/shrubs along the sound walls (where residences back to Woodcreek Oaks) is significantly inferior to other areas of Roseville, particularly north of Canevari + South of Horncastle. The increase in lanes, which will lead to an increase in car volume, and an increase in road noise that impacts those residences backing to Woodcreek. Your sound/noise "sample spots" are likely in front of this wall and do not account for the assistance that good landscaping would provide. I would like to see significant landscaping upgrades to help offset what will inevitably be an increase in noise.</p>	<p>Except in the open space area, the widening is towards the median, and there is no removal of trees in the sidewalk areas. The project will preserve median trees and landscape areas as much as feasible, and will add trees (planned gain of 19 trees) and water quality landscaping features in areas with new median and new curb, gutter, and sidewalk. Traffic noise modeling shows the project will not increase noise levels from transportation sources in excess of standards established in the City of Roseville General Plan Noise Element or Noise Ordinance, nor will it result in any substantial permanent increase in ambient noise levels. At most modeled locations, the 2035 cumulative projected traffic noise increase is less than 3 dBA, which is the threshold for human ear perception of a noise increase.</p>
<p>Hopefully this will not be a designated truck route</p>	<p>It will not.</p>
<p>There is a need for a traffic light at Marblethorpe. It is currently difficult to turn left without a light crossing 4 lanes of traffic will cause more chance for accidents. People increase speed from one traffic light to another and speed. With an increase of teenage drivers in the neighborhood, to turn left safely, people will drive down Ludlow to Horncastle to get to a signal increasing traffic flow in the neighborhood. With two more traffic lights, golf course and marblethorpe, it will decrease speed, less accidents, safer neighborhood</p>	<p>Traffic studies of this intersection do not show warrants are met for a new signal at the intersection of Marblethorpe Drive and Woodcreek Oaks Boulevard. Staff will continue to monitor the intersection's service level but does not recommend a new signal at this time. The posted speed limits on this segment of Woodcreek Oaks Boulevard will not change as a result of the roadway widening. Comments regarding existing speeding have been forwarded to the Police Department.</p>

Woodcreek Oaks Community Workshop Comment Cards - August 24, 2016

Comment Card	Response
Have 3 concerns. 1) need traffic light @ entrance to Woodcreek Golf Course. The traffic will create ? In exiting parking lot 2) Section that has 2 foot medians will be insufficient for two way traffic @ 40 mph. Without wider medians or barrier it will be dangerous. Cars waiting to turn will have 2 foot distnace from oncoming cars @ 40 mph. 3) Who thinks that motorists will actually go 40 mph? No way!!	1) Traffic studies of this intersection do not show warrants are met for a new signal at the intersection of Calle Las Casas and Woodcreek Oaks Boulevard. Staff will continue to monitor the intersection's service level but does not recommend a new signal at this time. 2) the 2 foot wide medians and other project features will match the City of Roseville standards for design 3) The posted speed limits on this segment of Woodcreek Oaks Boulevard will not change as a result of the roadway widening. Comments regarding existing speeding have been forwarded to the Police Department.
Need a stoplight at Woodcreek Oaks Golf Course. People turning left currently run out in front of northbound traffic. 2) need a stoplight at Marblethrope to allow a left hand turn. It is difficult currently with four lanes + faster speeds it will be very unsafe to make a left hand turn. It will cause people to drive through neighbor street to use the light at Horncastle.	Traffic studies of these intersections do not show warrants are met for new signals. Staff will continue to monitor the intersections service levels but does not recommend new signals at this time.
At least put some lights at the intersections...people who cross there are not safe with incoming traffic and a winding road. People who want to drive fast NEED to slow down instead of just adding another "fast lane".	Traffic studies of these intersections do not show warrants are met for new signals. Staff will continue to monitor the intersections service levels but does not recommend new signals at this time. The posted speed limits on this segment of Woodcreek Oaks Boulevard will not change as a result of the roadway widening. Comments regarding existing speeding have been forwarded to the Police Department.
The traffic on Marblethrope Drive increases from 7:00am until 9:00 as parents and some school buses use the street as a cutter to avoid the light at Horncastle to Blue Oaks Elem. It starts again at 2:00 until 3:30. Numerous people who work and live in subdivisons off of Horncastle also use Marblethorpe as a cutter street. A trip light would help the poeple living on Marblethrope and other subdivisions to make a left hand turn. A trip light shoud also beat the golf course.	Traffic studies of these intersections do not show warrants are met for new signals. Staff will continue to monitor the intersections service levels but does not recommend new signals at this time.
Concerned about amount of traffic that will be invited to use this street versus using Foothills or Fiddymet. Concerned about noise level. Councerned about accidents and speeding. NO more stop lights on this road.	The Northwest Roseville Specific Plan, adopted by the City Council in May, 1989, called for Woodcreek Oaks Boulevard to be a four lane arterial roadway from Baseline Road to Marblethorpe Drive. A traffic analysis prepared by Fehr & Peers in May 1988 assessed the traffic impacts of the residential and commercial developments proposed within the NWRSP and identified the need for the four lane arterial Woodcreek Oaks Boulevard. Traffic noise modeling shows the project will not increase noise levels from transporation sources in excess of standards established in the City of Roseville General Plan Noise Element or Noise Ordinance, nor will it result in any substantial permanent increase in ambient noise levels. At most modeled locations, the 2035 cumulative projected traffic noise increase is less than 3 dBA, which is the threshold for human ear perception of a noise increase. The posted speed limits on this segment of Woodcreek Oaks Boulevard will not change as a result of the roadway widening. Comments regarding existing speeding have been forwarded to the Police Department. There are no proposed new traffic signals with this project.
Please considere a signal light on Calle Las Casas. We live on that street and have a hard time getting out.	Traffic studies of this intersection do not show warrants are met for a new signal at the intersection of Calle Las Casas and Woodcreek Oaks Boulevard. Staff will continue to monitor the intersection's service level but does not recommend a new signal at this time
We live off Woodcreek Oaks Blvd (left on Marblethorpe). There are only two ways out of our subdivision - Marblethorpe or Horncastle and both exit onto Woodcreek Oaks Blvd. this has always concerned us as in case of an emergency or disaster there is only one way to get out of our neighborhood - Woodcreek Oaks Blvd. Likewise, we are afraid of the negative impacts from construction with no way to avoid it or leave the neighborhood in an alternate route.	The project will be staged and traffic control requirements enforced such that the two exits from the neighborhood onto Woodcreek Oaks blvd are never out of commission at the same time.
This is not a comment though...but I saw a major incident near Cooley Middle School...If I see another accident in traffic, you will regret it...I promise...	Staff forwarded these concerns to the Development Services Department for follow up . Consistent with the the Campus Oaks Development project CEQA mitigation measures, future traffic concerns related to the Campus Oaks Development should be directed to EE Christensen Jr (Chris), Construction and Field Property Manager at cell: 916-960-9700. This project will provide a left turn lane off Woodcreek Oaks onto Crimson Ridge.
Please don't make the lanes too small, otherwise people will have a hard time staying in their lane. I am also concerned with the speed. If you make 2 lanes, people will not obey the speed limit, and instead, drive fast, and then the kids will be hurt who are just crossing to get to school!	Lane widths will conform to City of Roseville design standards. The posted speed limits on this segment of Woodcreek Oaks Boulevard will not change as a result of the roadway widening. Comments regarding existing speeding have been forwarded to the Police Department.
Just a general question as to the necessity of this project. Traffic is bad in the morning only (WHS traffic). Anytime else it's very clear. What is th ecurrent LOS for Woodcreek? What will it be servicing Campus Oaks student traffic to WHS/ What other development would this expansion be servicing?	The Northwest Roseville Specific Plan, adopted by the City Council in May, 1989, called for Woodcreek Oaks Boulevard to be a four lane arterial roadway from Baseline Road to Marblethorpe Drive. A traffic analysis prepared by Fehr & Peers in May 1988 assessed the traffic impacts of the residential and commercial developments proposed within the NWRSP and identified the need for the four lane arterial Woodcreek Oaks Boulevard.
Thank you for the information. One concern I have is the safety of the cross traffic at the Woodcreek Oaks Golf Course.	Traffic studies of this intersection do not show warrants are met for a new signal at the intersection of Calle Las Casas and Woodcreek Oaks Boulevard. Staff will continue to monitor the intersection's service level but does not recommend a new signal at this time
Lack of light at Calle Las Casas - not timed, dangerous intersection vehicles cannot get in or out, at peak times pedestrians + bicycles lack of access to golf course vehicles driving over the speed limit NOW!! What's four lanes going to do	Traffic studies of this intersection do not show warrants are met for a new signal at the intersection of Calle Las Casas and Woodcreek Oaks Boulevard. Staff will continue to monitor the intersection's service level but does not recommend a new signal at this time

Woodcreek Oaks Community Workshop Comment Cards - August 24, 2016

Comment Card	Response
IMMEDIATE NEED Woodcreek/Blue Oaks - the construction barrier is set up in such a way that left turns into apartments and safeway and the southbound lanes merge 2 lanes to one is causing an extremely dangerous situation particularly during rush hour. My understanding is that there have already been head on collisions. It seems there is plenty of room to move the barrier...the construction crews just do not want to move it twice. The planner that approved this will be responsible for someone's death if nothing is done ASAP!	Staff forwarded these concerns to the Development Services Department for follow up . Consistent with the the Campus Oaks Development project CEQA mitigation measures, future traffic concerns related to the Campus Oaks Development should be directed to EE Christensen Jr (Chris), Construction and Field Property Manager at cell: 916-960-9700. This project will provide a left turn lane off Woodcreek Oaks onto Crimson Ridge.
Crimson Ridge turn - there is currently no left turn lane getting into the gate. Would it be possible to put one people almost get rear-ended trying to stop.	This project will provide a left turn lane off of Woodcreek Oaks onto Crimson Ridge
Light is ABSOLUTELY necessary in front of the golf course. School dropoff in the morning exists Calle Las Casas off onto that street (Woodcreek Oaks) This portion of the project needs attention.	Traffic studies of this intersection do not show warrants are met for a new signal at the intersection of Calle Las Casas and Woodcreek Oaks Boulevard. Staff will continue to monitor the intersection's service level but does not recommend a new signal at this time
Recommend a traffic light at Woodcreek Oaks Golf Course. My wife was in an accident at that intersection this year. SE corner of Woodcreek oaks + Blue Oaks needs drainage. Floods in winter creating hydro-plane hazard.	Traffic studies of this intersection do not show warrants are met for a new signal at the intersection of Calle Las Casas and Woodcreek Oaks Boulevard. Staff will continue to monitor the intersection's service level but does not recommend a new signal at this time
A signal at Calle Las Casas is needed.	Traffic studies of this intersection do not show warrants are met for a new signal at the intersection of Calle Las Casas and Woodcreek Oaks Boulevard. Staff will continue to monitor the intersection's service level but does not recommend a new signal at this time



Woodcreek Oaks Boulevard Widening Project Comments, Responses, and Errata to the Initial Study/proposed Mitigated Negative Declaration

November 2016



311 Vernon Street
Roseville, CA 95678
Contact: Mark Morse
(916) 774-5334

Table of Contents

1.0	Introduction	1
2.0	Comments and Responses	2
	Comment 01 – California Department of Fish and Wildlife	3
3.0	Revisions to the Draft ISMND	11

1.0 Introduction

This document contains all of the comments received on the draft Initial Study, responses to those comments, and any Initial Study pages requiring revision (errata pages) based upon the comments received. All of the comments and responses on the draft ISMND can be found in Section 2.0 of this document. The revised pages from the document can be found in Section 3.0.

Changes to the ISMND are not considered significant and re-circulation of the document is not required in accordance with the California Environmental Quality Act (CEQA) Guidelines, Section 15073.5(c).

2.0 Comments and Responses

The following pages include the comments received on the environmental document and City responses. Each comment letter is numbered in the order it was received, and each individual comment requiring response is denoted with a bracket on the right hand margin along with a comment index number. Responses follow and cross reference each comment index number.

Comment 01 – California Department of Fish and Wildlife (received 10/26/16 via email)

From: Calderaro, Angela@Wildlife [mailto:Angela.Calderaro@wildlife.ca.gov]
Sent: Wednesday, October 26, 2016 11:29 AM
To: Morse, Mark <MMorse@roseville.ca.us>
Cc: Wildlife R2 CEQA <R2CEQA@wildlife.ca.gov>
Subject: Comment: Woodcreek Oaks Boulevard Widening Project (SCH#2016102053)

Dear Mr. Morse,

The California Department of Fish and Wildlife (Department) is providing comments on the Mitigated Negative Declaration (MND) for the Barton Ranch Project (project) as both a trustee agency and responsible agency under the California Environmental Quality Act (CEQA). As trustee for the State's fish and wildlife resources, the Department has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and the habitat necessary for biologically sustainable populations of such species (Guidelines § 15386). The Department may also be a responsible agency for a project affecting biological resources where we will exercise our discretion after the lead agency to approve or carry out a proposed project or some facet thereof (CEQA Guidelines § 15096).

01-01

The project proposes to widen a segment of Woodcreek Oaks Boulevard from Crimson Ridge Way south to 600 feet north of Pleasant Grove Boulevard. The project proposes to reconfigure approximately 1.5 miles of roadway to allow two travel lanes in each direction, Class II bike lanes, curb, gutter, sidewalk, curb ramps, center median and drainage system improvements. The road shall be widened by narrowing the existing median, thereby protecting and maintaining existing curb, gutter, and sidewalk infrastructure, and protecting the existing trees and landscaping currently existing in the median to the greatest extent practicable. The project also includes constructing a new bridge adjacent to the existing bridge over South Branch Pleasant Grove Creek.

Special-status Plants

Since the drought may affect whether certain plants will be identified, impacts may occur if surveys do not identify the plants because surveys were not conducted on multiple site visits and in multiple years. The Department recommends using established rare plant survey protocol, such as the *Protocol for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities* (see http://www.dfg.ca.gov/wildlife/nongame/survey_monitor.html), to identify rare plants that may occur on the project site or otherwise be impacted by project activities. In addition, drought and other adverse conditions may mean that some plant taxa will not be evident or identifiable this year. This may be particularly true for annual and short-lived perennial plant taxa and plants with persistent long-lived seed banks that are known not to germinate every year. Because of these conditions, the failure to locate a plant during the floristic surveys of one field season does not constitute evidence that the plant is absent from the surveyed location. The timing and number of visits necessary to conduct a floristic survey should be determined by geographic location, the natural communities present and the weather patterns of the year, with the understanding that more than one field visit or field season may be necessary to accurately survey the floristic diversity of a site and detect the presence of special-status plant taxa.

01-02

To make the most out of this field season the Department recommends that:

- Botanical surveys be floristic in nature (every plant taxon that occurs on a site is identified to the taxonomic level necessary to determine rarity and listing status);
- Surveys be conducted in the field at the time of year when target plant taxa are both evident and identifiable (usually during flowering or fruiting), and multiple visits to a site be made (e.g. in early, mid, and late-season) to accurately survey the floristic diversity of the site and detect the presence of all special status plant taxa that are evident and identifiable;

- Nearby reference populations be visited whenever possible to determine if known special status plant populations are evident and identifiable this year, and to obtain a visual image of the target species, associated habitat, and associated natural community. Reference populations may be particularly important this year to ensure that the timing of surveys is appropriate and to help substantiate negative findings in adverse conditions caused by drought.

01-02
(cont.)

Again, additional field seasons of surveys may be necessary to accurately survey the floristic diversity of a site and substantiate negative findings. This may be particularly true when surveying for annual or short-lived perennial plant taxa during drought conditions, and in years where an evident and identifiable reference population could not be referenced.

Reports for surveys that are conducted this year should include a discussion of how the drought affects the comprehensiveness of the surveys, and the potential for false negative surveys. The size, condition, and phenological development of any special-status plant reference populations that were visited should also be described.

If suitable habitat is present, the Department recommends that surveys are conducted in accordance with the protocol identified above to determine whether any rare plants which are either State or federally listed, or meet the criteria pursuant to Guidelines Section 15380(b) are present. A full discussion of the determination and timing of species-specific mitigation to avoid impacts to sensitive plant species present within the vicinity of project site should be included in the CEQA analysis. CEQA guidelines Section 15021 establishes a duty for public agencies to avoid or minimize environmental damage where feasible. CEQA also requires that lead agencies give major consideration to preventing environmental damage, and should not approve a project as proposed if there are feasible alternatives or mitigation measures available that would substantially lessen any significant effects that the project would have on the environment. The Department recommends that the lead agency evaluate and demonstrate the project's ability to avoid and minimize both direct and indirect impacts to rare plants and their habitat, and require project modifications as necessary to accomplish these tasks. For those locations of the project site where impacts to sensitive plants are unavoidable, mitigation for this project should be established off-site in accordance with the off-site mitigation program elements. The mitigation plan should be developed that demonstrates specific details designed to accomplish these off-site mitigation program elements.

01-03

Mitigation measure BIO-1 states that one survey will be conducted prior to the start of construction. The mitigation measure does not stress avoidance nor does it propose what will be done at a minimum to minimize and mitigate the potential impact. The plants should be salvaged, preserved, and otherwise mitigated for through success criteria specific to those plants. Mitigation measure BIO-1 does not give performance standards for the restoration site. The Department recommends that the lead agency condition the project to require Department's review and approval of a mitigation plan and that the mitigation plan require a 3:1 mitigation ratio (3 acres restored for each acre disturbed) and that performance standards are built into the plan. If performance standards are not met following ten years of monitoring, then additional mitigation would be required. In some instances, they may not be able to fully mitigate the loss of rare or state-listed plants as the transplantation and seeding potential for some rare plants are not known. Therefore, the mitigation as proposed would not reduce impacts to special-status plants to a less than significant level as stated.

Riparian Habitat/ Streambed Alteration Agreement

The CEQA analysis should state what, if any, Department-jurisdictional features will be removed, disturbed, or otherwise altered by the project. The Department's jurisdiction includes the bed, bank and channel and any associated habitat including areas where water has flowed and where the width of its course can be identified by physical or biological indicators. This may include the floodplain or associated contributing drainage areas. The Ordinary High Water Mark (OHWM) usually only takes into account the low-flow channel or thalweg. Riparian vegetation is not the end of our jurisdiction either. In some cases there may be no vegetation. When determining jurisdiction, the Department must consider the fluvial geomorphology of the system including the following: (1) where water currently flows, or has flowed, over

01-04

a given course during the historic hydrologic regime (can be subsurface flows), (2) the maximal extent of the or expression of a stream on the landscape, (3) the connectivity between the groundwater table and surrounding landscape (may include springs, swales, surface runoff source areas that are a source of water to a stream), and (4) the nexus between the stream and all life associated with the streams. Riparian can include areas adjacent to perennial, intermittent, and ephemeral streams, lakes and estuarine marine shorelines that are transitional between terrestrial and aquatic ecosystems and are distinguished by gradients in biophysical conditions, ecological processes, and biota. They are areas through which surface and subsurface hydrology connect waterbodies with their adjacent uplands. Riparian areas connect upland and aquatic environments through both surface and subsurface hydrologic flow paths.

The project would result in direct and indirect impacts to Department-jurisdictional features. Any stormwater drains that enter into the creek should also be analyzed. The CEQA document should address direct (temporary and permanent), indirect, and cumulative impacts expected to adversely affect biological resources, with specific measures to offset such impacts.

Direct Impacts

An entity (any person, State, local government agency, or public utility) should consider and analyze whether implementation of the proposed project will result in reasonably foreseeable potentially significant impacts subject to regulation by the Department under Section 1600 et seq. of the FGC. In general, such impacts result whenever a proposed project involves work undertaken in or near a river, stream, or lake that flows at least intermittently through a bed or channel, including ephemeral streams and watercourses. As a responsible agency under CEQA, the Department must rely on the CEQA analysis for the project when exercising our discretion after the lead agency to approve or carry out some facet of a proposed project, such as the issuance of a Lake and Streambed Alteration Agreement (LSAA). Therefore, the CEQA document should include specific, enforceable measures to be carried out onsite or within the same stream system that will avoid, minimize and/or mitigate for project impacts to the natural resources. If CDFW-jurisdictional features will be removed as a result of the project, the Department recommends a minimum *3 acres of restored habitat for each acre removed*. Mitigation measures should also describe when the mitigation measure will be implemented, and explain why the measure is feasible. The Department recommends that the CEQA document does not defer mitigation details to some future time. The CEQA document should identify the following items: how each measure will be carried out; who will perform the measures; when the measures will be performed; the performance standards and mechanisms for achieving success, and an assured source of funding to acquire and manage identified mitigation lands. The CEQA document should describe a range of enforceable mitigation measures that will be implemented in instances where approval and cooperation with the entities identified above either does or does not occur.

01-04
(cont)

Indirect Impacts

Project activities may result in disrupted reproduction depending on the time of year construction occurs; noise, light, dust, and ground vibration during construction; and possible increased sedimentation into associated seasonal wetlands and floodplain resulting from fill material inadvertently entering the waterway. Indirect impacts from development may occur from effects to water quality, increase in noise, light and human-wildlife interaction, as well as disturbances to wildlife species and the habitats on which they depend.

Nesting Birds and Raptors

The project has the potential to disturb bird species or nests protected under the Migratory Bird Treaty Act (MBTA), FGC §3503 and 3503.5. Since project activities may occur during the nesting season (determined by region, species, and climate), construction activities could result in disturbance to nesting raptors and other migratory birds. Raptors and other migratory birds are protected under the MBTA and FGC §3503.5; therefore, potential impacts may be considered potentially significant unless adequate

01-05

avoidance, minimization and/or mitigation is incorporated. If nests are identified on or adjacent to the project site, implementation of the project may adversely impact the success of the nest site and/or take a bird, their eggs and/or nest.

Mitigation Measures BIO-2 and 3 state that preconstruction surveys will be conducted within 2 weeks prior to the start of vegetation removal. The Department recommends that this is changes to three (3) days prior to the start of construction including any earthmoving, vegetation removal or disturbance. In addition, if there is a break in construction activity of more than 2 weeks or if there is a change in the level of disturbance at a site, then subsequent surveys should be conducted. All measures to protect birds should be performance-based. While some birds may tolerate disturbance within 500 feet of construction activities, other birds may have a different disturbance threshold and "take" (FGC §86) could occur if the no-work buffers are not designed to reduce stress to that individual pair. The Department recommends including performance-based protection measures for avoiding all nests protected under the Migratory Bird Treaty Act and FGC §3503.5. A 500-foot no-work buffer may be sufficient; however, that buffer may need to be increased based on the birds' tolerance level to the disturbance. Below is an example of a performance-based protection measure:

01-05
(cont)

Should construction activities cause the nesting bird to vocalize, make defensive flights at intruders, get up from a brooding position, or fly off the nest, then the exclusionary buffer will be increased such that activities are far enough from the nest to stop this agitated behavior. The exclusionary buffer will remain in place until the chicks have fledged or as otherwise determined by a qualified biologist. The best method is to have a qualified biologist onsite monitoring activities as birds may nest within pipes or on cleared ground. The removal of a nest tree even if it is not within the breeding season may still constitute a significant impact especially for Swainson's hawk a state-listed species and one that has high nest site fidelity. FGC 3503 and 3503.5 does not state if the nest is active or not.

Burrowing Owl

Suitable habitat for burrowing owl is present on and adjacent to the project site. Under the *Staff Report on Burrowing Owl Mitigation* (CDFG 2012), the Department recommends a qualified biologist will complete four surveys for burrowing owl. The biologist will conduct 4 survey visits: 1) at least one site visit between 15 February and 15 April, and 2) a minimum of three survey visits, at least three weeks apart, between 15 April and 15 July, with at least one visit after 15 June. Surveys will be conducted on the project site and within 150 meters of areas that will be directly or indirectly impacted by the project, where feasible. Surveys shall not be conducted during inclement weather, when burrowing owls are typically less active and visible. If burrowing owls or evidence of burrowing owls (e.g., whitewash or pellets) are not observed during surveys, no additional mitigation is necessary. If the birds are present, then there is potential for impacts to occur and the project proponent to take a bird protected under FGC. If any new burrowing owl colonizes the project site after the CEQA document has been adopted, it may constitute changed circumstances that should be addressed in a re-circulated CEQA document (CDFG 2012).

01-06

Passive relocation is considered an impact to the species unless there is adjacent natural habitat nearby. The Department recommends that mitigation measure BIO-4 is amended so it is consistent with the *Staff Report on Burrowing Owl Mitigation*. Namely, the project proponent should develop a Burrowing Owl Exclusion Plan approved by the Department. In addition, the impact analysis does not include compensatory mitigation for the loss of occupied burrowing owl habitat. The Department recommends that temporary and permanent loss of habitat is mitigated as outlined in the Department's staff report to include permanent protection of mitigation land, a management plan, and endowment.

Thank you for considering our comments. If you could please reply and let me know you received this email, it would be greatly appreciated. Department personnel are available for consultation regarding biological resources and strategies to minimize impacts. If you have questions, please do not hesitate to contact me.

Regards,

Angela Calderaro

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To report a violation please notify the Californians Turn in Poachers and Polluters (CalTIP) program by calling 1-888-DFG-Caltip or texting "tip411" (numerically, 847411 – Start message with "Caltip") You can even send photos via text. Also, the CalTIP App can be downloaded for free via the Google Play Store and iTunes App Store.

Note: I do not work most Thursdays.

Response to Comment 01 from California Department of Fish and Wildlife

Response to Comment 01-01

Comment noted. The California Department of Fish and Wildlife's (CDFW's) role as a responsible agency is acknowledged in Section 2.8 of the ISMND.

Response to Comment 01-02

This comment recommends using established rare plant survey protocol to identify rare plants that may occur on the project site. The comment also indicates that more than one field visit or field season may be necessary to accurately detect the presence of special status plants and indicates drought conditions may affect the results of the surveys and produce false results.

As discussed in Section 3.4 of the Draft ISMND and the Biological Resources Report (BRR), protocol-level special-status plant surveys of project site were conducted in accordance with the Protocol for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities (CDFW, 2000), along with U.S. Fish and Wildlife Service (USFWS) and California Native Plant Society (CNPS) protocols; however, these surveys were conducted outside of the blooming season. ISMND Mitigation Measure BIO-1 currently requires focused plant surveys be conducted during the blooming season prior to construction to determine if sensitive plant species are within the project area. If any sensitive plant species are identified, additional ESA fencing or relocation may be required. If sensitive plants are identified in these subsequent surveys, depending upon the plants identified and their proximity to the project site, additional coordination with CDFW may be required to determine appropriate buffer distances. No changes to the ISMND conclusions or mitigation recommendations are required.

Response to Comment 01-03

Impacts to special status plant species were addressed in discussion of 3.4(A) of the Draft ISMND and mitigation measures to avoid and minimize impacts are outlined in Mitigation Measure BIO-1. Consistent with the recommendations of this comment, mitigation requires that populations of special status plants be avoided, and if avoidance is not feasible, then additional measures such as seed collection and/or transplantation shall be developed in consultation with the appropriate agencies (CDFW and USFWS).

Based on the comment received, Mitigation Measure BIO-1 has been revised to include development of a consistent mitigation plan and performance standards approved by the City and CDFW should rare plants be discovered during blooming season surveys conducted prior to construction.

Dwarf Downingia is not on the CNPS List 1B as indicated in the comment, but is instead on the CNPS List 2B.2, which includes plants that are moderately threatened in California, but more common elsewhere. Plants are measured as a population, not as acreage as is the case with wetlands. Requiring a 3:1 acreage mitigation ratio and 10 years of monitoring for this species is not appropriate given that it is not listed pursuant to the Federal Endangered Species Act (FESA) or the California Endangered Species Act (CESA), there is no available technology for replicating or multiplying seeds from this species, and there is no source to purchase additional seeds for this species. The plant is very small in stature, measuring 1-2 inches in size; thus, it is too delicate for direct transplantation and the seeds are microscopic. Guaranteeing survivorship is infeasible due to its annual nature and inability to compete with associated native and non-native plant species. Additionally, Dwarf Downingia populations are often found in areas that have been disturbed. Temporary soil disturbance benefits the species by exposing bare soil with seed source and creating gaps in vegetation for the plant to grow into. If open space areas are undisturbed, the plant population will not likely persist for 10 years, which is typical for the species. No further mitigation is required.

Response to Comment 01-04

This comment indicates that the Draft ISMND should identify what, if any, Department-jurisdictional features will be removed, disturbed, or otherwise altered by the proposed project.

The Draft ISMND disclosed the project site's existing natural features, waters of the U.S., streams and creeks, riparian habitat, and special status species located on the project site or for which suitable habitat exists on the site (refer to Section 3.4, Figures 4 and 5, and Tables 4 and 5 of the Draft ISMND). The Draft ISMND also calculated and disclosed the extent of the Proposed Project's impacts on these features and all biological resources that could be affected by implementation of the project as proposed, as well as feasible mitigation for all such impacts. CEQA does not require a delineation of CDFW jurisdictional features, because a legal determination of the precise extent of CDFW's jurisdiction over resources impacted by the project ultimately lies with the State, not with the City, the lead agency for the ISMND. Nonetheless, the City believes that by providing a full discussion of the project site's existing natural features and the extent of the potential impacts on water features and dependent species and habitat, the ISMND provides the necessary information required under CEQA for CDFW's subsequent decision as a responsible agency on a permit application for a Streambed Alteration Agreement. Fish and Game Code 1602 defines CDFW's jurisdiction as the "bed, channel, or bank of, any river, stream, or lake."

The project site contains one feature with beds and banks, the South Branch Pleasant Grove Creek. The project would have less than 0.01 acres permanent effects to the Waters of the U.S and waters of the State and would temporarily affect approximately 0.07 acres of waters of the U.S. and 0.17 acres of waters of the State. In addition to the ISMND's discussion of waters impacts and mitigation, a discussion of potential impacts to riparian habitat and the need to obtain a Stream bed Alteration Agreement from CDFW was provided within the discussion of 3.4(C) of the Draft ISMND. Mitigation Measure BIO-5 states that a Lake and Streambed Alteration Agreement shall be obtained, and then lists specific measures that must be implemented such that all temporary disturbed riparian areas will be restored following construction. In addition, all permanent impacts to riparian habitat (waters of the State) will be mitigated a minimum of 2:1 ratio via purchase of mitigation credits at an agency approved mitigation bank.

The City, as lead agency, and CDFW, as the responsible agency for issuing the Lake and Streambed Alteration Agreement, has oversight and approval to ensure that this measure is implemented by the Applicant. As required under CEQA, the Mitigation Monitoring and Reporting Program (MMRP) that will be adopted by the City if the project is approved will specify the parties responsible for implementing the mitigation and overseeing and enforcing its implementation. The Lake and Streambed Alteration Agreement shall identify the final mitigation plan and ratio of restored habitat for each acre removed based upon final engineering plans.

Response to Comment 01-05

Comment noted. Impacts to nesting birds and raptors were addressed in discussion of 3.4(A) of the Draft ISMND. In response to the suggestions in this comment, Mitigation Measures BIO-3 and BIO-4 have been revised to require that nesting surveys be conducted within 3 days prior to start of construction activities, and that surveys be re-conducted if there is a break in construction activities lasting more than 2 weeks. Additional performance standards have been added to Mitigation Measures BIO-3 and BIO-4 consistent with the recommendations of this comment. It should be noted that the ISMND indicates that the nesting season starts on February 1st, which is more conservative than CDFW's recommendation of February 15th.

Response to Comment 01-06

The Draft ISMND acknowledges that burrowing owls have potential to occur within the project site and recommends appropriate mitigation measures in accordance with the requirements of CDFW's Staff Report on Burrowing Owl Mitigation (CDFW, 2012). Because the timing of construction activities is not known, the Draft ISMND mitigation requires that a take avoidance survey be conducted in accordance with the Staff Report on Burrowing Owl Mitigation (CDFW, 2012). Appendix D of the Staff Report states "Field experience from 1995 to present supports the conclusion that it would be effective to complete an initial take avoidance survey no less than 14 days prior to initiating ground disturbance activities using the recommended methods described in the Detection Surveys section above". Passive relocation of owls is outlined as a type of exclusion within the Staff Report on Burrowing Owl Mitigation (CDFW 2012). Mitigation Measure BIO-4 has been revised to clarify that a Burrowing Owl Exclusion Plan shall be developed in accordance with CDFW guidance if active burrows are identified.

The comment asserting that the ISMND may need to be recirculated if any new burrowing owl colonizes the project site after the CEQA document has been adopted is an inaccurate statement of the law. Recirculation is required if significant new information is added to an ISMND after it has been circulated but before it is certified. After an ISMND is certified, no subsequent or supplemental ISMND shall be required unless (a) there is a further discretionary approval required; and (b) there is substantial evidence of new or more severe significant impacts due to project changes, changed circumstances, or new information which was not known and could not have been known at the time the ISMND was certified. Because this ISMND already identifies potentially significant impacts to burrowing owls and proposes mitigation to reduce those impacts to a less than significant level, a discovery at some point in the future of any new burrowing owl colonies within the project area would not constitute changed circumstances prompting subsequent analysis under CEQA.

3.0 Revisions to the Draft ISMND

Minor changes have been made to the ISMND; however, these changes were not found to affect any level of significance. The following pages show the revised text within the environmental document. Changes to text are indicated by the bars on the left hand margin of the document. Additions to the document are indicated with underline text, while deletions are indicated with text that has been struck out.



Woodcreek Oaks Boulevard Widening Project Initial Study/proposed Mitigated Negative Declaration

October 2016



311 Vernon Street
Roseville, CA 95678
Contact: Mark Morse
(916) 774-5334

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and mitigation would be consistent with **BMP — 1** discussed in Section 2.7 under Environmental Commitments. Impacts are **Less than Significant**.

- f. **No Impact.** There are no approved Habitat Conservation Plans, Natural Conservation Community Plans, or other adopted plans applicable to the proposed project. Therefore, there would be **No Impact** and no mitigation is required.

Mitigation Measures:

Sensitive Plant Species

BIO — 1: A focused plant survey will be conducted during the blooming season prior to the start of Construction (March-May). If rare plants are discovered during these surveys, the City will develop a consistent mitigation plan and performance standards for approved by CDFW. ~~additional-ESA-fencing or relocation will be implemented to avoid and minimize impact to the species. Coordination with CDFW may be required to determine appropriate buffer distances.~~

Avian Species

Native birds, protected under the Migratory Bird Treaty Act (MBTA) and similar provisions under California Fish and Game (CFG) code, currently nest or have the potential to nest within the BSA and the project impact area. During the August 2016 biological survey, habitat for nesting birds was identified within the BSA. The BSA contains interior live oaks, a small riparian habitat, and numerous other large trees suitable for nesting birds. To minimize and avoid potential impacts to migratory birds, the following mitigation measures will be implemented:

BIO — 2: If possible, vegetation removal should occur outside the nesting season for all bird species (February 1st – August 31st).

BIO — 3: If vegetation removal is to take place during the nesting season (February 1st – August 31st), a pre-construction nesting bird survey must be conducted within 7-3 days prior to vegetation removal. Within 2 weeks of the nesting bird survey, all vegetation cleared by the biologist will be removed by the contractor. If there is a break in construction activities lasting more than 2 week, new nesting bird surveys must be conducted prior to resuming construction activities.

A minimum 100 foot no-disturbance buffer will be established around any active nest of migratory birds and a minimum 300 foot no-disturbance buffer will be established around any nesting raptor species. The contractor must immediately stop work in the nesting area until the appropriate buffer is established and is prohibited from conducting work that could disturb the birds (as determined by the project biologist and in coordination with wildlife agencies) in the buffer area until a qualified biologist determines the young have fledged. A reduced buffer can be established if determined appropriate by the project biologist and approved by CDFW.

Should construction activities cause the nesting bird to vocalize, make defensive flights at intruders, get up from a brooding position, or fly off the nest, then the exclusionary buffer will be increased such that activities are far enough from the nest to stop this agitated behavior. The exclusionary buffer will remain in place until the chicks have fledged or as otherwise determined by a qualified biologist.

BIO — 4: A preconstruction survey will be conducted within 7-3 days prior to ground disturbing activities to find active burrowing owl burrows within a 500-foot buffer zone around construction activities, between February 1st – August 31st. If there is a break in construction activities lasting more than 2 week, new burrowing owl surveys must be conducted prior to resuming construction

~~activities. If active burrowing owls burrows are observed during the preconstruction survey, a Burrowing Owl Exclusion Plan shall be developed in accordance with CDFW guidance. Coordination with CDFW will be required to determine appropriate no-work buffer distances and other avoidance strategies.~~

Riparian Habitat

BIO — 5: As required by **BMP — 2**, all temporary disturbed riparian areas will be restored following construction. In addition, all permanent impacts to riparian habitat (waters of the State) will be mitigated a minimum of 2:1 ratio via purchase of mitigation credits at an agency approved mitigation bank. Exact mitigation ratios and locations will be documented in the Section 1602 Lake and Streambed Alteration Agreement to be obtained from the California Department of Fish and Wildlife prior to construction.

Riverine Habitat

BIO — 6: Permanent impacts to riverine (waters of the U.S.) will be mitigated to ensure no net loss by purchasing mitigation credits from the National Fish and Wildlife Foundation in-lieu fee program or an agency approved mitigation bank. Exact mitigation ratios and locations will be documented in the Section 404 Nationwide Permit to be obtained from the U.S. Army Corp of Engineers prior to construction.

No.	Description of Commitment	Responsible Party/Monitor	Timing/Phase	Verification of Compliance
BMP — 6	<p>The City would require the construction contractor to implement a traffic control plan, including a construction schedule and plan to meet the City's notice procedures, before construction activities are initiated. This plan would identify general methods by which construction activities will be managed to minimize substantial delays to traffic. These methods may include (but are not limited to):</p> <ul style="list-style-type: none"> • Appropriately sequencing activities (e.g., segment phasing, timing of grading, hours of construction) to minimize effects on traffic flow, • Maintaining traffic flow in the project area to the extent possible, and • Maintaining bicycle and pedestrian access. 	Contractor	Prior to Construction	
BMP — 7	<p>As per the City's Design and Construction Standards for Solid Waste (Section 151) (City of Roseville 2014), the City would ensure that contractors meet with the designated Roseville Environmental Utilities Inspector prior to beginning work to ensure that an approved plan is in place to store and dispose of all construction debris, according to relevant federal, State, and local statutes.</p>	City of Roseville	Prior to Construction	
BIO — 1	<p>A focused plant survey will be conducted during the blooming season prior to the start of Construction (March-May). If rare plants are discovered during these surveys, <u>the City will develop a consistent mitigation plan and performance standards for approved by</u></p>	Biological Consultant	Prior to Construction	

No.	Description of Commitment	Responsible Party/Monitor	Timing/Phase	Verification of Compliance
BIO — 2	<p>CDFW additional ESA fencing or relocation will be implemented to avoid and minimize impact to the species. Coordination with CDFW may be required to determine appropriate buffer distances.</p> <p>If possible, vegetation removal should occur outside the nesting season for all bird species (February 1st – August 31st).</p>	Contractor	During Construction	
BIO — 3	<p>If vegetation removal is to take place during the nesting season (February 1st – August 31st), a pre-construction nesting bird survey must be conducted within 7 3 days prior to vegetation removal. Within 2 weeks of the nesting bird survey, all vegetation cleared by the biologist will be removed by the contractor. <u>If there is a break in construction activities lasting more than 2 week, new nesting bird surveys must be conducted prior to resuming construction activities.</u></p> <p>A minimum 100 foot no-disturbance buffer will be established around any active nest of migratory birds and a minimum 300 foot no-disturbance buffer will be established around any nesting raptor species. The contractor must immediately stop work in the nesting area until the appropriate buffer is established and is prohibited from conducting work that could</p>	Contractor and Consultant	Prior to Construction	

No.	Description of Commitment	Responsible Party/Monitor	Timing/Phase	Verification of Compliance
	<p>disturb the birds (as determined by the project biologist and in coordination with wildlife agencies) in the buffer area until a qualified biologist determines the young have fledged. A reduced buffer can be established if determined appropriate by the project biologist and approved by CDFW.</p> <p><u>Should construction activities cause the nesting bird to vocalize, make defensive flights at intruders, get up from a brooding position, or fly off the nest, then the exclusionary buffer will be increased such that activities are far enough from the nest to stop this agitated behavior.</u></p> <p><u>The exclusionary buffer will remain in place until the chicks have fledged or as otherwise determined by a qualified biologist.</u></p>			
BIO — 4	<p>A preconstruction survey will be conducted within 7-3 days prior to ground disturbing activities to find active burrowing owl burrows within a 500-foot buffer zone around construction activities, between February 1st – August 31st. <u>If there is a break in construction activities lasting more than 2 week, new burrowing owl surveys must be conducted prior to resuming construction activities.</u> <u>If active burrowing owls burrows are observed during the preconstruction survey, a Burrowing Owl Exclusion Plan shall be developed in accordance with CDFW guidance.</u> coordination with CDFW will be required to determine</p>	City of Roseville/ Consultant	Prior to Construction	

No.	Description of Commitment	Responsible Party/Monitor	Timing/Phase	Verification of Compliance
BIO — 5	<p>appropriate no-work buffer distances and other avoidance strategies.</p> <p>As required by BMP — 2, all temporary disturbed riparian areas will be restored following construction. In addition, all permanent impacts to riparian habitat (waters of the State) will be mitigated a minimum of 2:1 ratio via purchase of mitigation credits at an agency approved mitigation bank. Exact mitigation ratios and locations will be documented in the Section 1602 Lake and Streambed Alteration Agreement to be obtained from the California Department of Fish and Wildlife prior to construction.</p>	City of Roseville/ Consultant	Prior to Construction	
BIO — 6	<p>Permanent impacts to riverine (waters of the U.S.) will be mitigated to ensure no net loss by purchasing mitigation credits from the National Fish and Wildlife Foundation in-lieu fee program or an agency approved mitigation bank. Exact mitigation ratios and locations will be documented in the Section 404 Nationwide Permit to be obtained from the U.S. Army Corp of Engineers prior to construction.</p>	City of Roseville/ Consultant	Prior to Construction	
CR — 1	<p>In the event of the discovery of buried archaeological deposits it is recommended that project activities in the vicinity of the find should be temporarily halted and a Qualified Archaeologist consulted to assess the resource and provide proper management recommendation. Possible management recommendations for important resources could include resource avoidance or data recovery excavations.</p>	Contractor	During Construction	

Woodcreek Oaks Boulevard Widening Project

City of Roseville Transportation Commission



November 15, 2016

Project Overview

- * Widening 1.5 miles from 2 to 4 Lanes
- * Widening into Median
- * Twin Bridge at South Branch of Pleasant Grove Creek
- * Bioswales and Tree Plantings to achieve Low Impact Development (LID)



Project Goals and Objectives

- * Implement North & Northwest Roseville Specific Plans
- * Improve existing and future operations.
- * Alleviate existing and future congestion.
- * Consistent with standards for transportation facilities



Public Outreach

* Public Workshop held August 24, 2016

➤ Approximately 100 attendees

➤ 30 Comments Received, in 8 categories

- Signal at Calle Las Casas (11)
- Speeding concerns (7)
- Signal at Marblethrope (4)
- Campus Oaks Construction (3)
- Landscaping (3)
- Noise (3)
- Water Quality (1)
- Narrow Medians at Left Turns (1)

ROSEVILLE
Public Work

COMMUNITY WORKSHOP
Woodcreek Oaks Blvd Widening
Comment Card - August 24, 2016

Name: _____
Email Address: _____
Telephone: _____
Address: _____
City: _____
State: _____
Zip: _____

Comments:
I did not see any signs for the widening project. I would like to see signs for the widening project. I would like to see signs for the widening project. I would like to see signs for the widening project.

Please print legibly for computer readability on this document.
© 2016 DOKKEN ENGINEERING



Area I



Woodcreek Oaks Boulevard Widening Project



Area I



- 1 Typical Mid-Block Section
- 2 Protect Landscaping
- 3 Widen into Median

Mid - Block



Preplanned Area for Widening

Woodcreek Oaks Boulevard Widening Project

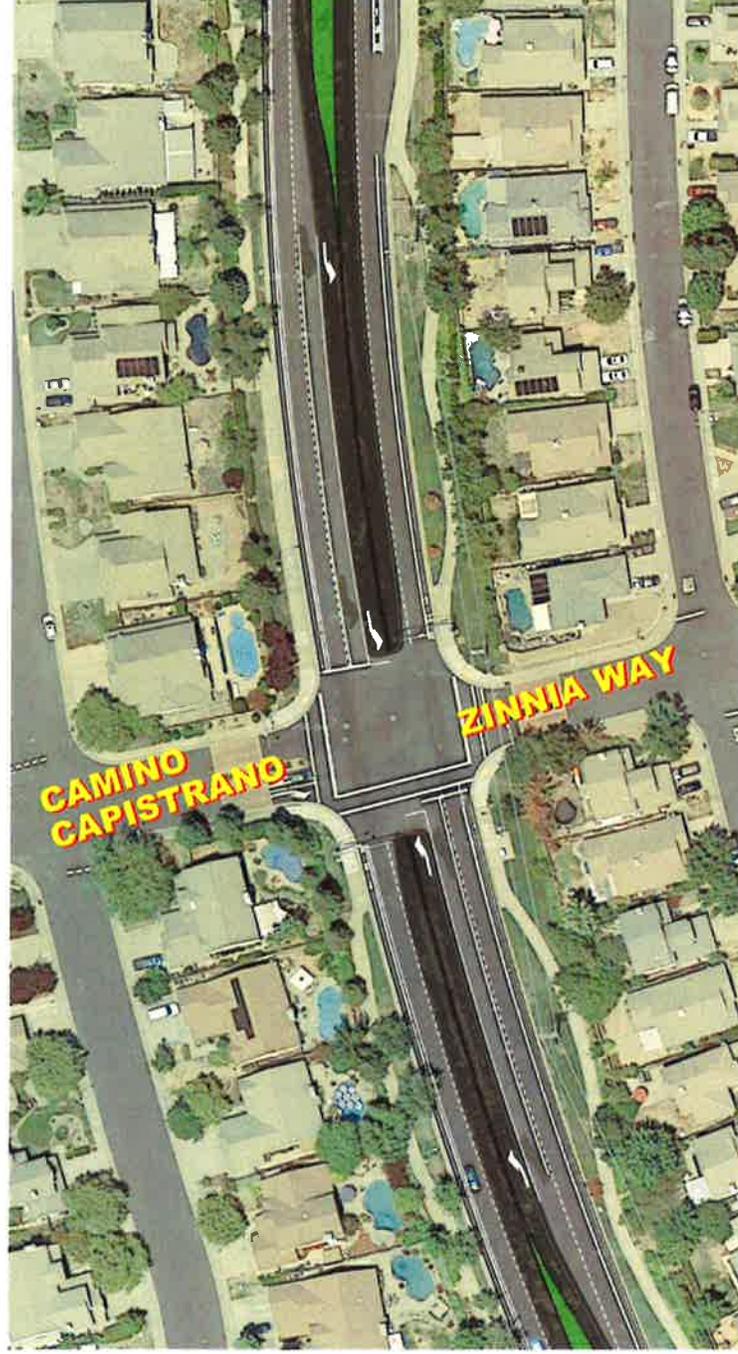


Area II



- 1 Typical Turn Lane Section
- 2 Shift Left Turn into Median Area

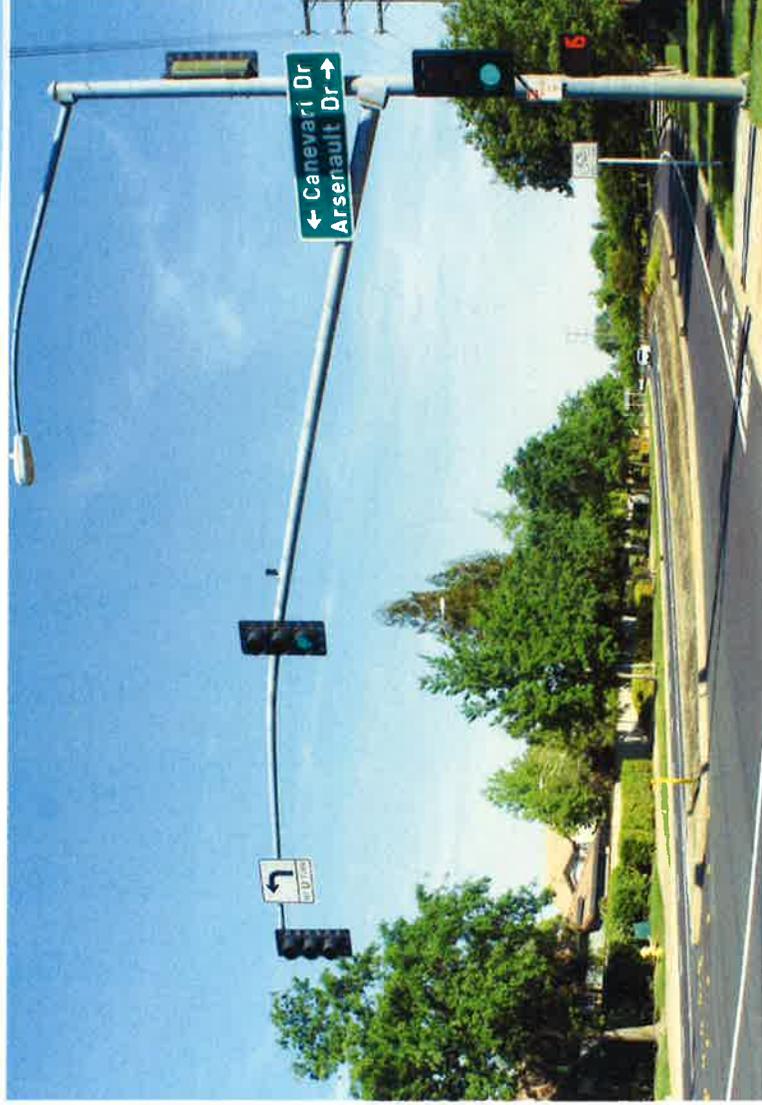
Turn Lane Areas



Woodcreek Oaks Boulevard Widening Project



Left Turn Area

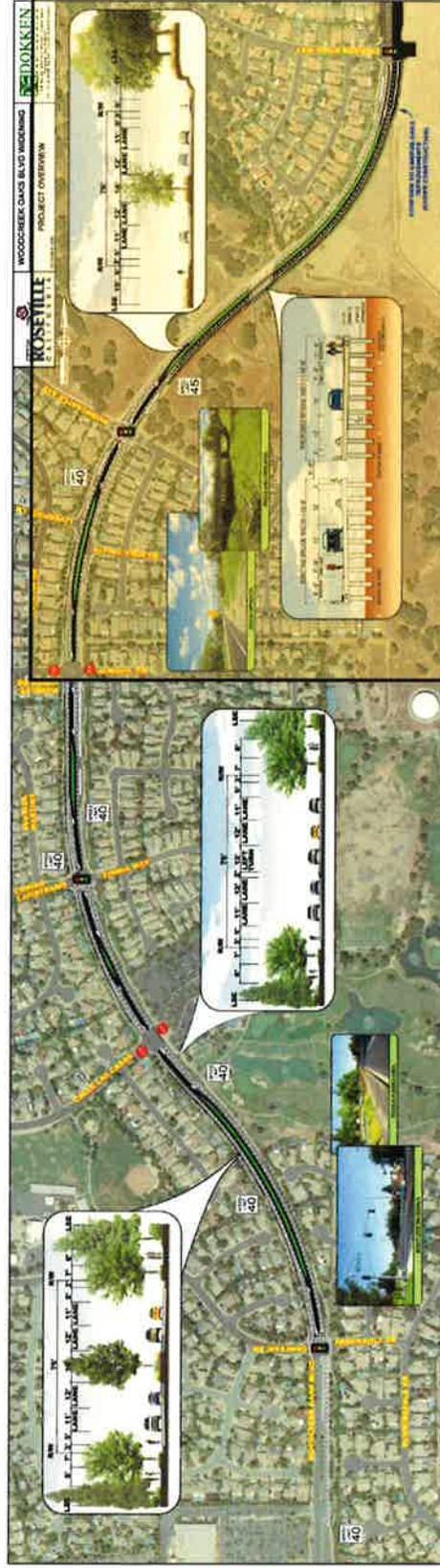


Preplanned Area for Widening

Woodcreek Oaks Boulevard Widening Project



Area III



Woodcreek Oaks Boulevard Widening Project



Area III



1 Shift median & Replace Trees (Gain 19 Trees)

2 Typical Section at Bridge

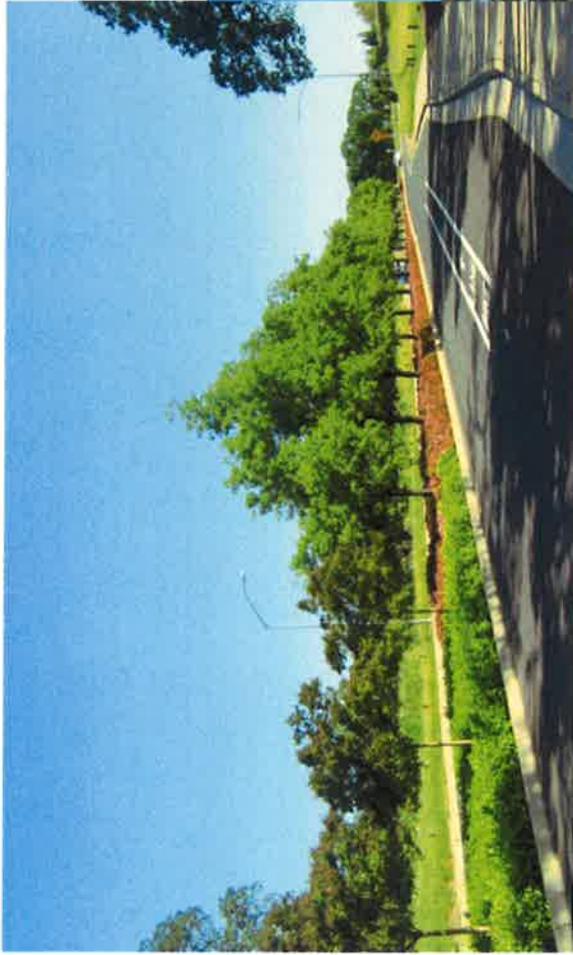
3 Bioswales between Curb & Sidewalk



Woodcreek Oaks Boulevard Widening Project



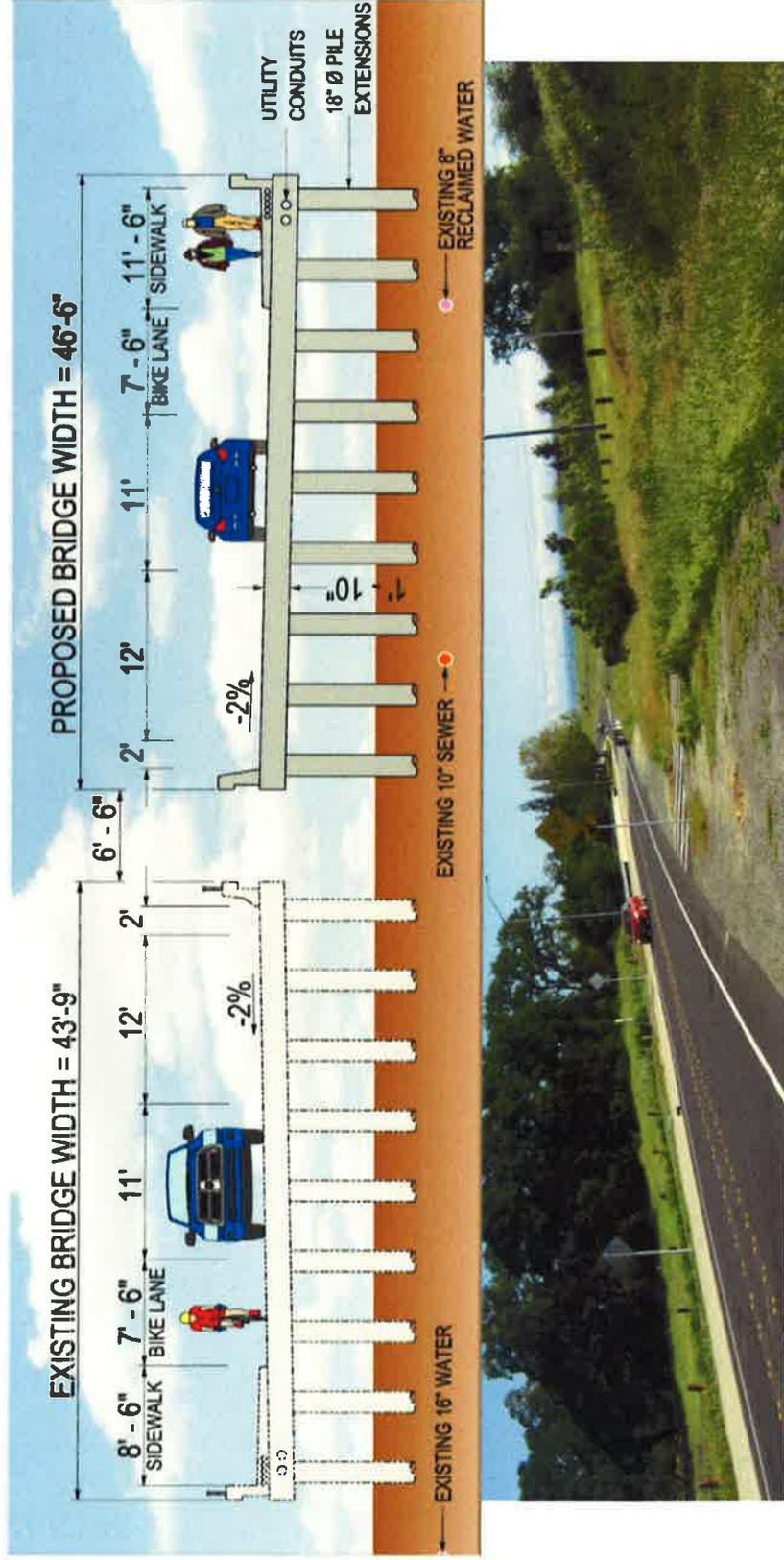
Area III – Median Shift



Woodcreek Oaks Boulevard Widening Project



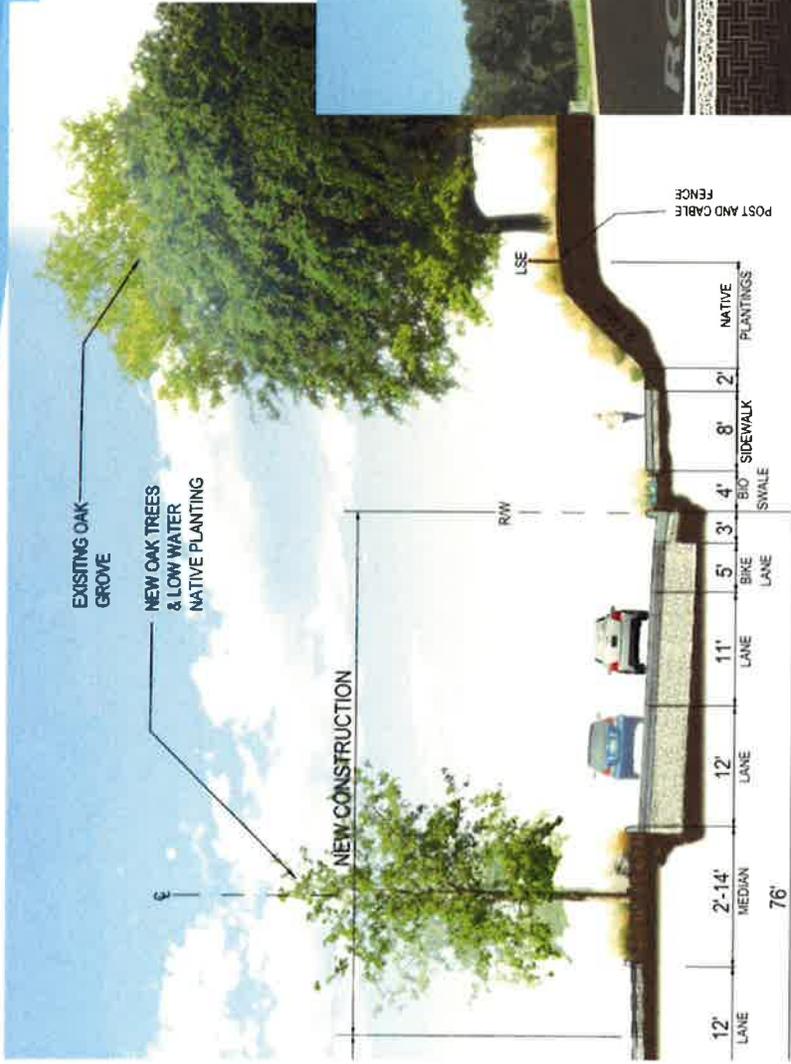
Area III - Bridge



Woodcreek Oaks Boulevard Widening Project



Area III - Bioswale



TYPICAL SECTION
OPEN SPACE AREA

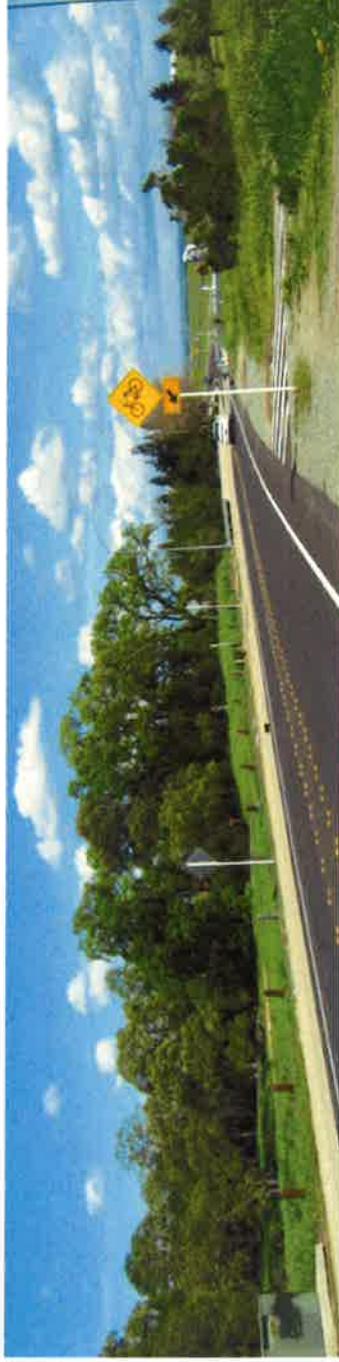


Woodcreek Oaks Boulevard Widening Project



Draft Environmental Document

- * Initial Study with Mitigated Negative Declaration (IS/MND)
- * Released on October 21, 2016 (NOA mailed to 2,400 residents)
- * 30-day review period (Available online and City Permit Center)
- * Comments due by November 21, 2016



Draft Environmental Document

* Analysis Topics

1. Aesthetics
2. Agricultural & Forest Resources
3. Air Quality
4. Biological Resources
5. Cultural Resources
6. Geology/Soils
7. Greenhouse Gas Emissions
8. Hazards and Hazardous Materials
9. Hydrology/Water Quality
10. Land Use and Planning
11. Mineral Resources
12. Noise
13. Population and Housing
14. Public Services
15. Recreation
16. Transportation/Traffic
17. Tribal Cultural Resources
18. Utilities/Service Systems

Draft Environmental Document

* Mitigated Significant Impacts

➤ Biological Resources

- * Impacts to waters
- * Nesting Birds
- * Potential rare plants

➤ Cultural Resources

- * Potential for discovery

➤ Noise (during construction)

- * Pile Driver 83-85 dBA at nearest residence
- * Previously identified as significant in NRSP and NWRSP EIRs



Draft Environmental Document

* Mitigation Monitoring and Reporting Program

- 7 Best Management Practices (BMPs)
- 6 Biological Measures
 - * Plant and Pre-construction Nesting Bird Surveys
 - * No Net Loss for Wetlands
 - * 2:1 Mitigation Ratio for Impacts to Riparian
 - * Obtain State and Federal Permits and Implement Mitigation Requirements



Draft Environmental Document

* Mitigation Monitoring and Reporting Program

- 3 Cultural Resource Measures
 - * Measures for Discovery of Resources
- 2 Noise Measures (during construction)
 - * Pile Driving between 9 AM and 5 PM only
 - * Pile Driver Curtain to shield noise
 - Reduce volume to 70-73 dBA at nearest residence



Draft Environmental Document

➤ Submitting Comments

- Mail or Email

Mr. Mark Morse, Environmental Coordinator
Roseville City Manager's Office
311 Vernon Street
Roseville, CA 95678

mmorse@roseville.ca.us



➤ Submit Comments by Monday, November 21, 2016

➤ Project Website: <http://www.roseville.ca.us/WoodcreekOaks>



Woodcreek Oaks Boulevard Widening Project



What's Ahead

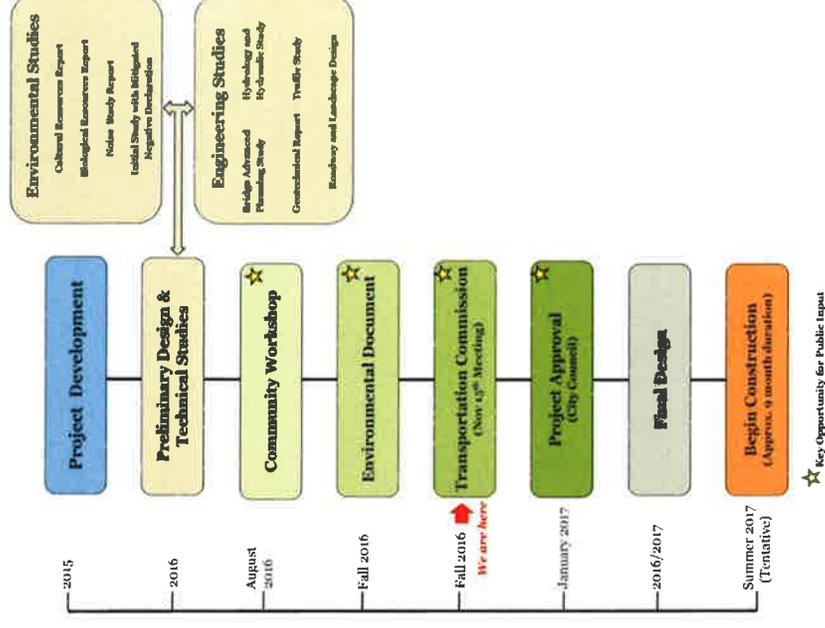
* Final IS/MND – January 2017

➤ To Include Response to Comments Received

* Final Design - Spring 2017

* Begin Construction - Summer 2017

* Complete Project - Summer 2018



Woodcreek Oaks Boulevard Widening Project



Transportation Commission Recommendation

- ❖ Based on Information Presented Tonight and Comments Received to Date, Recommend to the City Council:
 - Adoption of the IS/MND; and,
 - Approval of the Project as described in the IS/MND

Woodcreek Oaks Blvd Widening

Questions?



Woodcreek Oaks Boulevard Widening Project



Item 8A. Alternative Transportation Division Update

Staff Mike Dour, Alternative Transportation Manager

Recommendation

This item is provided to update the Transportation Commission on the activities of the Alternative Transportation Division and other transportation related items of the region, no action is needed.

Game Day Express

Through the writing of this report, Roseville Transit has provided Game Day Express service from Roseville to Sacramento Kings games at the Golden 1 Center on 3 occasions. Ticket sales have resulted in two buses in service for each game. A summary of sales for the first 3 games is as follows:

	Game	Date	Passengers To Game	Passengers Return Trip
1	San Antonio Spurs	Thursday, October 27	41	39
2	Minn. Timberwolves	Saturday, October 29	48	48
3	New Orleans Pelicans	Tuesday, November 8	48	46

Staff is continuing to monitor the service and will provide a more detailed report to the Transportation Commission as the season progresses.

Breathe California – Bike Trek

For the third year in a row Roseville Transit was a sponsor of the Breathe Bike Trek by providing in-kind advertising space on our buses. Breathe California – Sacramento is the local chapter (formerly affiliated with the American Lung Association) which promotes clean air and healthy lungs. This year the 3 day ride (not race) was held at the Napa County Fairgrounds in Calistoga. Each day, riders have a choice of riding 3 different bike routes ranging from 20-60 miles per day.



The Roseville Transit Trekker Team included thirteen members, Mike Dour and Sue Schooley who work in Alternative Transportation and Mike Wixon and Cal Walstad who recently retired from the City along with other friends and family members. The Breathe Bike Trek event raised \$128,756, with Roseville Transit team raising over \$13,428 for the Sacramento Chapter, and Sue Schooley was the second highest fundraiser for the event raising \$5,145. Roseville Transit also won the Best Team Jersey! This is not only a fundraiser effort, but part of a larger marketing effort for Roseville Alternative Transportation Division to promote cycling, transit and clean air with other partners in the region, including Sacramento Regional Transit, Caltrans and Kaiser Permanente.

Bikefest

On October 1, Roseville PedalSafe and the City hosted the 23rd annual Roseville Bikefest, the annual family friendly bicycle safety event, which was held at Roseville Town Square was a huge success. Approximately 250 participants, an additional 275 parents attended the event. The event would not have happened without the 100 volunteers. Over 150 new helmets were distributed to participants needed a helmet.



TSM Quarterly Training

On Wednesday, November 2nd, Fulcrom Property Corporation hosted the TSM Quarterly Training at Buck and Sadie's in the Rocky Ridge Town Center. At that meeting, staff provided a summary of the 2016 summer Spare the Air program and the 2016 Try Transit promotion. City also provided updates on the Emergency Ride Home program and Roseville Transit programs including the Game Day Express, Mobility Training and changes in the Local Transit Service. Approximately 20 employee transportation coordinators, representing over 30 businesses in Roseville attended the training.

Update on roller compacted concrete project

Work to remove the current asphalt roadway and replace it with a new roller compacted concrete surface is planned for spring/summer 2017. Residents recently received mailers with information about the project timing.

Construction is planned for:

- Hickory Street, from Church to Oakland; and
- Washington from Pleasant Grove to just north of Mountain Park Drive
- Atkinson, from Church Street, through and including Denio Loop

More information about the project can be found by visiting roseville.ca.us/rcc.



Recent Media Coverage

10/24/16: KCRA 3 story on new flashing yellow left-turn arrow

<http://www.kcra.com/article/new-tech-traffic-light-keeps-traffic-moving-in-roseville/7140385>