

## **APPENDIX A4**

### **Comments on 2010 Notice of Preparation and 2010 Public Scoping Meeting**

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**DEPARTMENT OF TRANSPORTATION**

DISTRICT 3

703 B STREET

P. O. BOX 911

MARYSVILLE, CA 95901-0911

PHONE (530) 634-7616

FAX (530) 741-5346

TTY (530) 741-4509



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September 29, 2010

10PLA0034

03-PLA-65

Fiddymment Ranch Specific Plan Amendment 3 Project

Notice of Preparation/Draft Environmental Impact Report (NOP/DEIR)

Ms. Tricia Stewart

City of Roseville Planning, Housing and Redevelopment

311 Vernon Street

Roseville, CA 95678

Ms. Stewart:

Thank you for the opportunity to review and comment on the Fiddymment Ranch Specific Plan Amendment 3 Project (NOP/DEIR). Our comments are as followed:

- The NOP/DEIR should include analysis of the impacts to the State Highway System (SHS), more specifically State Route 65 (SR-65) and Interstate-80 (I-80) as were studied in the West Roseville Specific Plan (WRSP). As access may also be made from State Route 99 (SR99) and State Route 70 (SR70) via Placer Parkway, we recommend that access to and from these locations be analyzed and included in the study. The increase of residential units and commercial space warrant new analysis for the specific location described above.

As this project progresses, please provide our office with copies of the appropriate environmental document and revised analysis. If you have any questions regarding these comments, please contact Aaron Cabaccang, [Aaron.Cabaccang@dot.ca.gov](mailto:Aaron.Cabaccang@dot.ca.gov), (530)741-5174.

Sincerely,

A handwritten signature in blue ink that reads "Richard Helman".

**RICHARD HELMAN**

Chief, Office of Transportation Planning - East

Cc: Susan Zanchi, Caltrans Travel Forecasting and Modeling

**DEPARTMENT OF CALIFORNIA HIGHWAY PATROL**

California Highway Patrol  
9440 Indian Hill Road  
Newcastle, CA 95658  
(916) 735-3344  
(800) 735-2929 (TT/TDD)  
(800) 735-2922 (Voice)

**RECEIVED****SEP 16 2010**Planning & Redevelopment  
Department

September 13, 2010

File No.: 220.12336.11784.SCH#2002082057

Ms. Tricia Stewart  
City of Roseville  
311 Vernon Street  
Roseville, CA 95678

Dear Ms. Stewart:

Recently, the California Highway Patrol (CHP) Auburn Area had the opportunity to review the Notice of Preparation for the Fiddymont Ranch Specific Plan Amendment 3 Draft Environmental Impact Report Plan SCH#2002082057. We believe the growth discussed will impact the mission of the CHP of providing safety and service to the public as they use the highway transportation system within Placer County. The project as outlined will substantially increase traffic volume and impact the State highways and roadways within the western portion of Placer County, primarily Interstate 80 (I-80), State Route 65 (SR-65), Baseline Road, P.F.E. Road, Fiddymont Road, Phillip Road and Blue Oaks Boulevard.

The effect this project will have on the Auburn CHP Area could be significant in the number of residents it will attract. The proposed plan encompasses approximately 1,678 acres of land currently in the incorporated area of Roseville city limits and western Placer County. The plan calls for the construction of 4,207 residential units, with a possible increase of 25,639 new residents. This project will contribute a significant amount of traffic volume on regional roadways and intersections that could exceed their current capacity.

The Auburn CHP Area office is responsible for more than 800 square miles of area in west Placer County, which includes I-80, S.R. 49, S.R. 193, S.R. 65, and over 1,100 miles of county roadways. We currently have 29 Road Patrol Officers assigned to the Auburn CHP Area office to patrol these roadways 24 hours a day, 365 days a year. We are committed to providing the maximum amount of service and traffic enforcement allowable with our current staffing levels. There are no immediate plans to augment the workforce in the Auburn CHP Area Office, nor are there any major roadway projects to significantly increase the traffic capacity of I-80 or SR-65.

I-80, which bisects the City of Roseville, is currently operating at or near maximum capacity. During certain times of the day, I-80 is beyond capacity resulting in gridlock or near gridlock as traffic flows at a seriously reduced speed in both directions. Furthermore, SR-65, which is located on the north edge of Roseville, has already experienced a major increase in usage due to the growth from the cities of Lincoln, Roseville, Rocklin and unincorporated Placer County. Any significant increase in growth will further adversely affect these major routes of travel.

Ms. Stewart  
Page 2  
September 13, 2010

We thank you for allowing our comments regarding the Notice of Preparation for the Fiddymont Ranch Specific Plan Amendment 3 Draft Environmental Impact Report Plan SCH#2002082057. Through cooperative partnerships with local, county and State entities the CHP will continue to monitor the growth within western Placer County and the surrounding cities for its impact on the CHP's mission.

Sincerely,



W. L. DONOVAN, Captain  
Commander  
Auburn Area

cc: Assistant Chief M. S. Champion, Valley Division  
R. M. Nannini, SSM III, Commander, Special Projects Section

## NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364  
SACRAMENTO, CA 95814  
(916) 653-4082  
(916) 657-5390 - Fax

RECEIVED  
SEP 08 2010  
Planning & Redevelopment  
Department September 2, 2010

SEP 08 2010  
Planning & Redevelopment  
Department



Tricia Stewart  
City of Roseville  
311 Vernon Street  
Roseville, CA 95678

RE: SCH#2002082057 Fiddymment Ranch Specific Plan Amendment 3; Placer County.

Dear Ms. Stewart:

The Native American Heritage Commission has reviewed the Notice of Preparation (NOP) regarding the above referenced project. The California Environmental Quality Act (CEQA) states that any project that causes a substantial adverse change in the significance of an historical resource, which includes archeological resources, is a significant effect requiring the preparation of an EIR (CEQA guidelines 15064(b)). To adequately comply with this provision and mitigate project-related impacts on archaeological resources, the Commission recommends the following actions be required:

- ✓ Contact the appropriate Information Center for a record search to determine:
  - If a part or all of the area of project effect (APE) has been previously surveyed for cultural resources.
  - If any known cultural resources have already been recorded on or adjacent to the APE.
  - If the probability is low, moderate, or high that cultural resources are located in the APE.
  - If a survey is required to determine whether previously unrecorded cultural resources are present.
- ✓ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
  - The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
  - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological information center.
- ✓ Contact the Native American Heritage Commission for:
  - A Sacred Lands File Check. **Sacred Lands File check completed, no sites indicated.**
  - A list of appropriate Native American contacts for consultation concerning the project site and to assist in the mitigation measures. **Native American Contacts List attached**
- ✓ Lack of surface evidence of archeological resources does not preclude their subsurface existence.
  - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5(f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
  - Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.
  - Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, CEQA §15064.5(e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

Sincerely,

A handwritten signature in blue ink that reads "Katy Sanchez".

Katy Sanchez  
Program Analyst  
(916) 653-4040

CC: State Clearinghouse

## Native American Contact List

Placer County  
September 1, 2010

Shingle Springs Band of Miwok Indians  
John Tayaba, Vice Chairperson  
P.O. Box 1340                      Miwok  
Shingle Springs, CA 95682      Maidu  
(530) 676-8010  
(530) 676-8033 Fax

Shingle Springs Band of Miwok Indians  
Nicholas Fonseca, Chairperson  
P.O. Box 1340                      Miwok  
Shingle Springs, CA 95682      Maidu  
nfonseca@ssband.org  
(530) 676-8010  
(530) 676-8033 Fax

Rose Enos  
15310 Bancroft Road              Maidu  
Auburn, CA 95603              Washoe  
(530) 878-2378

United Auburn Indian Community of the Auburn Rancheria  
Marcos Guerrero, Tribal Preservation Committee  
10720 Indian Hill Road              Maidu  
Auburn, CA 95603              Miwok  
mguerrero@auburnrancheria.com  
530-883-2364  
530-883-2320 - Fax

United Auburn Indian Community of the Auburn Rancheria  
David Keyser, Chairperson  
10720 Indian Hill Road              Maidu  
Auburn, CA 95603              Miwok  
530-883-2390  
530-883-2380 - Fax

April Wallace Moore  
19630 Placer Hills Road              Nisenan - So Maidu  
Colfax, CA 95713              Konkow  
530-637-4279                      Washoe

Todd Valley Miwok-Maidu Cultural Foundation  
Christopher Suehead, Cultural Representative  
PO Box 1490                      Miwok  
Foresthill, CA 95631              Maidu  
[tvmmcf@foothill.net](mailto:tvmmcf@foothill.net)

United Auburn Indian Community of the Auburn Rancheria  
Gregory S. Baker, Tribal Administrator  
10720 Indian Hill Road              Maidu  
Auburn, CA 95603              Miwok  
gbaker@auburnrancheria.  
530-883-2390  
530-883-2380 - Fax

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH# 2002082057 Fiddyment Ranch Specific Plan Amendment 3; Placer County.



Municipal Services Agency

Department of Transportation

Michael J. Penrose, Director

Steven Szalay, Interim County Executive

Paul J. Hahn, Agency Administrator

## County of Sacramento

September 2, 2010

Ms. Tricia Stewart, Associate Planner  
City of Roseville Planning, Housing & Redevelopment  
311 Vernon Street  
Roseville, CA 95678  
tstewart@roseville.ca.us

**SUBJECT: COMMENTS ON THE NOTICE OF PUBLIC SCOPING AND NOTICE OF PREPARATION (NOP) OF A SUBSEQUENT ENVIRONMENTAL IMPACT REPORT (SEIR) FOR THE FIDDYMENT RANCH SPECIFIC PLAN AMENDMENT 3 PROJECT.**

Dear Ms. Stewart:

The Sacramento County Department of Transportation has received the Notice of Public Scoping and Notice of Preparation for the subject project. Our comments are simply that we would expect that if this project has any impacts on the transportation facilities in the County of Sacramento that mitigation measures be included in the SEIR that address these impacts. To that end we would request that any county roadways and intersections that would experience increased traffic volumes from the development be studied in the SEIR. In looking at the plan it appears that the possibility for traffic shed may come from connections at Watt Avenue, Walerga Road, Antelope Road, etc.

If impacts are found, we would request that the City of Roseville enter into an agreement with the County of Sacramento to implement these mitigation measures. This same model is being discussed for the Sierra Vista Specific Plan. If you have any questions please call me at (916) 874-7052.

Sincerely,

Matthew G. Darrow  
Senior Transportation Engineer

MGD:ka

c: Dean Blank, DOT  
Dan Shoeman, DOT  
Kamal Atwal, DOT  
Bob Davison, County Engineering

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Operations & Maintenance: 4100 Traffic Way, Sacramento, CA 95827 . Phone: 916-875-5123 . Fax: 916-875-5363  
www.sacdot.com





## County of Sacramento

September 29, 2010

Ms. Tricia Stewart  
Associate Planner  
City of Roseville, Planning, Housing & Redevelopment  
311 Vernon Street  
Roseville, CA 95678

Subject: Subsequent Environmental Impact Report for the Fiddymont Ranch Specific Plan Amendment 3 Project

Dear Ms. Stewart:

This letter conveys the comments of the Sacramento County Airport System (County Airport System) with regard to the Fiddymont Ranch Specific Plan Amendment 3 Project (Project) Notice of Preparation of a Subsequent Environmental Impact Report (SEIR). Our comments focus on potential noise impact implications relative to the current and planned future level of operations at McClellan Airfield (MCC).

The Project SEIR - August 2010 document, page 36, states that "e, f) The WRSP<sup>1</sup> area is not located within an airport land use plan or within two miles of a public airport or private airstrip and would result in no impact associated with placing people in close proximity to noises generated by airport land uses." We recommend that the SEIR consider two issues:

- The Project is located entirely within the original draft unrestricted boundaries of the McClellan Airfield Airport Planning Policy Area; and
- Potential noise exposure implications relative to the Project's proximity to the MCC Instrument Landing System (ILS) final approach course.

### **McClellan Airfield Airport Planning Policy Area**

The Sacramento County Board of Supervisor's resolution 2006-1378, adopted April 19, 2006, established the McClellan Airfield Airport Planning Policy Area (APPA) and prohibited new residential development in unincorporated areas of Sacramento County within the 60 CNEL noise exposure contour for MCC and also required new residential development in unincorporated areas of Sacramento County and within the APPA

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<sup>1</sup> West Roseville Specific Plan

boundary but outside the 60 CNEL to meet the following conditions prior to any approval by Sacramento County:

1. Minimum noise insulation to protect persons from excessive noise within new residential dwellings, including single family dwellings, that limits noise to 45 dB CNEL, with windows closed, in any habitable room.
2. Notification in the Public Report prepared by the California Department of Real Estate disclosing to prospective buyers that the parcel is located within the applicable airport planning policy area and that aircraft operations can be expected to overfly that area at varying altitudes less than 3,000 feet Above Ground level (AGL)
3. Execution and recordation with the Sacramento County Recorder of Avigation Easements prepared by the Sacramento County Counsel's Office on each individual residential parcel contemplated in the development in favor of the County of Sacramento. All avigation easements recorded pursuant to this policy shall, once recorded, be copied to the director of Airports and shall acknowledge the property location within the appropriate Airport Planning Policy Area and shall grant the right of flight and unobstructed passage of all aircraft into and out of the appropriate airport.

The Fiddymment Ranch Specific Plan Project location is entirely within the originally considered unrestricted McClellan Airfield APPA (see Exhibit 1). The County Airport System appreciates that the APPA boundary referenced here is unconstrained by jurisdictional boundaries and that the Project area location is not within the jurisdiction of the County of Sacramento (County). However, it is important to note that the unrestricted APPA boundary represents the area within which large aircraft (greater than 75,000 pounds) have been documented and can be anticipated to continue to operate at altitudes below 3,000 feet above the ground. While the APPA boundary ultimately adopted is limited to areas under the County's jurisdiction (unincorporated areas of Sacramento County), the analysis behind its creation makes clear that aircraft overflight noise exposure that some residents within the proposed project area may find objectionable is likely to occur, regardless of jurisdictional boundaries.

The County Airport System appreciates the City's prior concerns about the applicability of the specific conditions adopted by Sacramento County to areas outside the County's jurisdiction, and therefore encourages the City of Roseville to consider requiring all ±7,505 residential units planned in the proposed Project area to be conditioned in a manner substantially similar to the McClellan Airfield APPA criteria in order to facilitate home buyer awareness, minimize the impact of aircraft overflights which may be experienced by residents within the proposed Project area, and to protect the public's current and future investment in and economic resource that is MCC.

### **MCC Instrument Landing System Final Approach Course**

The Project area is at an approximate distance of seven to eight miles from the threshold of Runway 16 at MCC. Of greater significance, the Instrument Landing

System (ILS) final approach course passes within two miles of the center of the Project area.

In consideration of potential City and resident concerns, the County Airport System performed a flight track analysis for the Project area (see Exhibit 2). Radar data indicates that arrivals and traffic pattern operations will result in overflights of the area at altitudes between (but not limited to) 500 to 3,000 feet above the ground by all manner and type of aircraft, including air cargo and military search-and-rescue aircraft, at all hours of the day and night. Additionally, the County Airport System's aircraft noise complaint records demonstrate that overflights do not need to occur directly overhead to be objectionable to residents living in these areas. Therefore, it is appropriate for the SEIR to consider whether less than significant levels of aircraft noise exposure may be considered objectionable by some residents throughout the Project area and to recommend mitigation measures that will reduce or eliminate those expected effects.

The County Airport System concurs with the City's prior conclusions that the Project area is not located within the currently adopted 60 and 65 dB CNEL contours of the MCC Airport Land Use Compatibility Plan and that the cumulative noise exposure in terms of Ldn/CNEL is within acceptable limits per FAA and National Environmental Policy Act (NEPA) guidelines. Notwithstanding, it is reasonable to consider whether, given the Project area's proximity to the Runway 16 ILS final approach course, there will be some level of concern expressed, or expectation of disclosure, by new residents within the Project area regardless of whether or not the anticipated aircraft noise exposure levels exceed Federal or State of California thresholds of significance for noise exposure.

The County Airport System appreciates the opportunity to provide these comments. Should you have any questions, please contact me at (916) 874-0482 or [rickeltong@saccounty.net](mailto:rickeltong@saccounty.net). Thank you for your consideration.

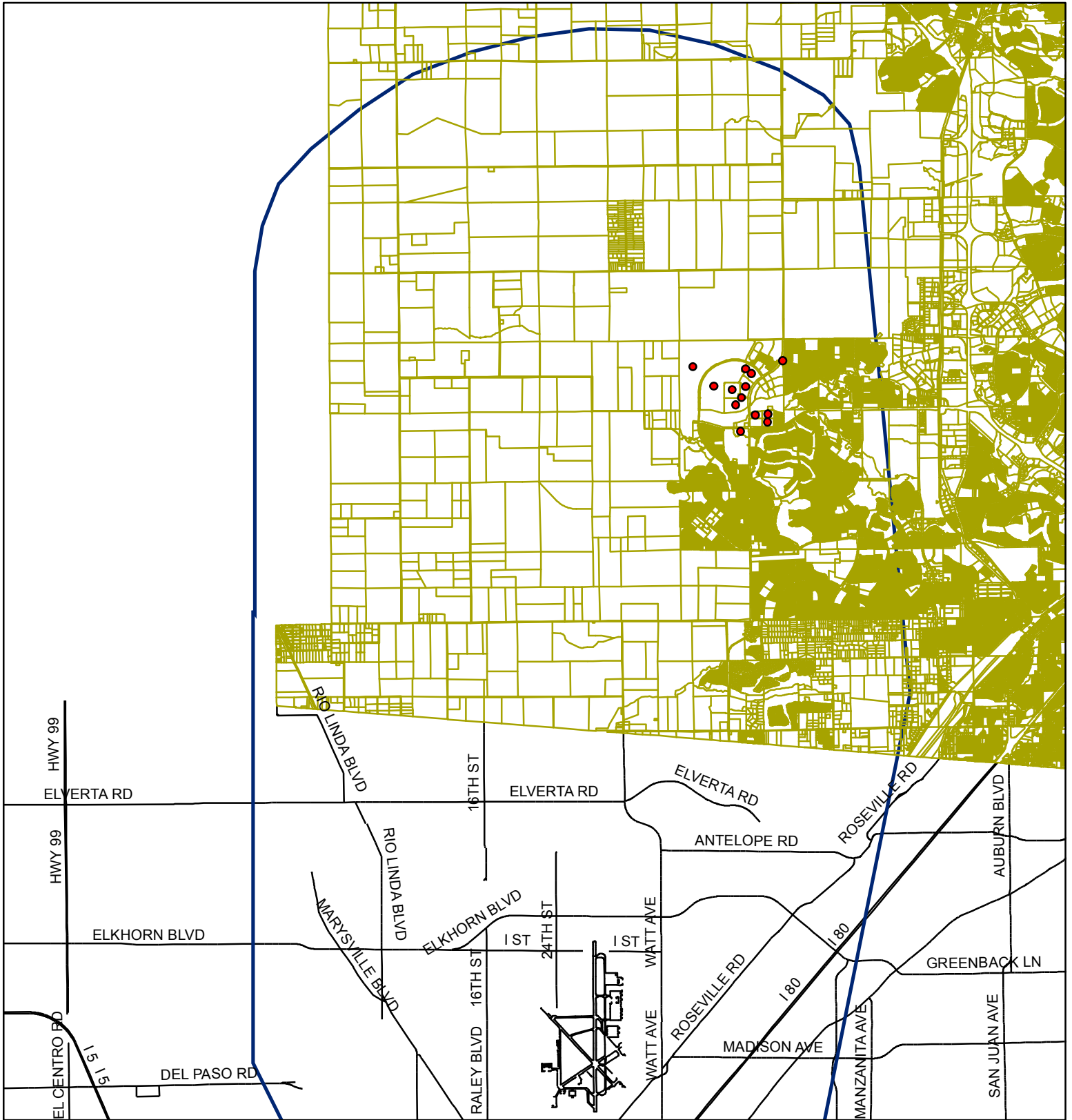
Sincerely,



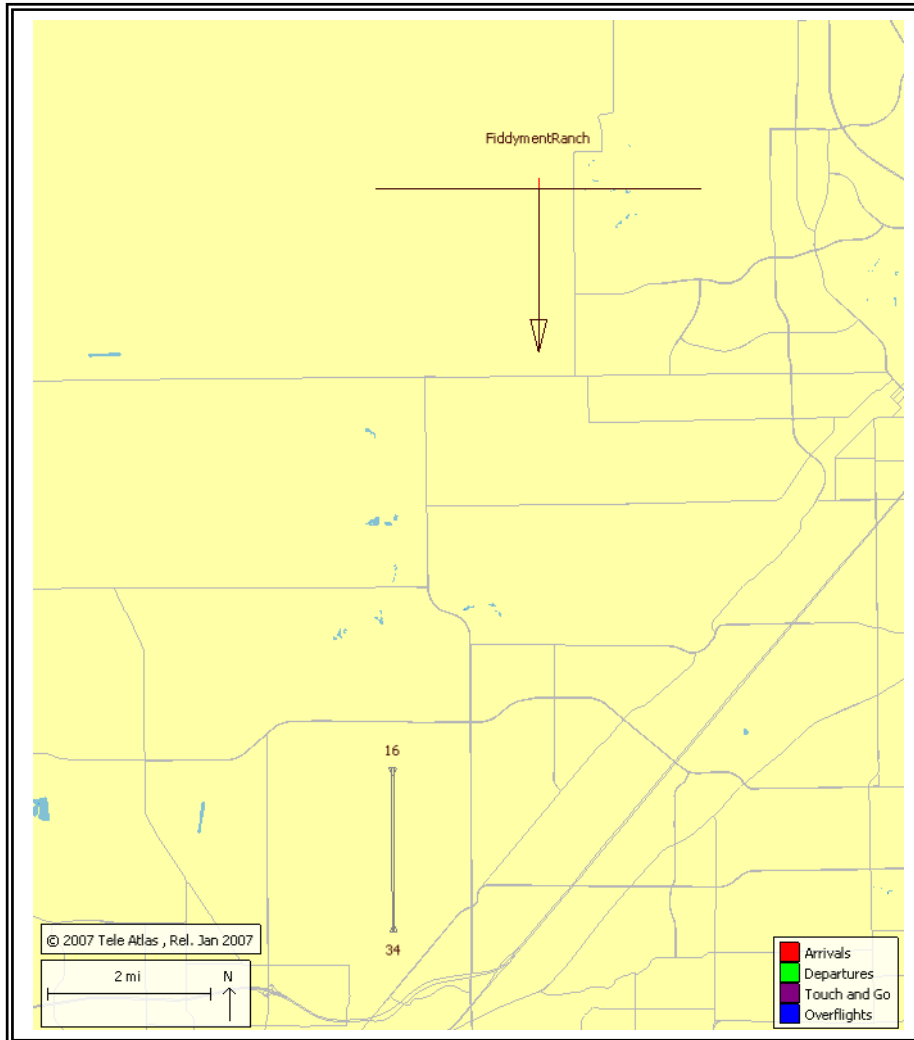
J. Glen Rickelton  
Airport Manager  
Planning and Environment

Attachments (2)

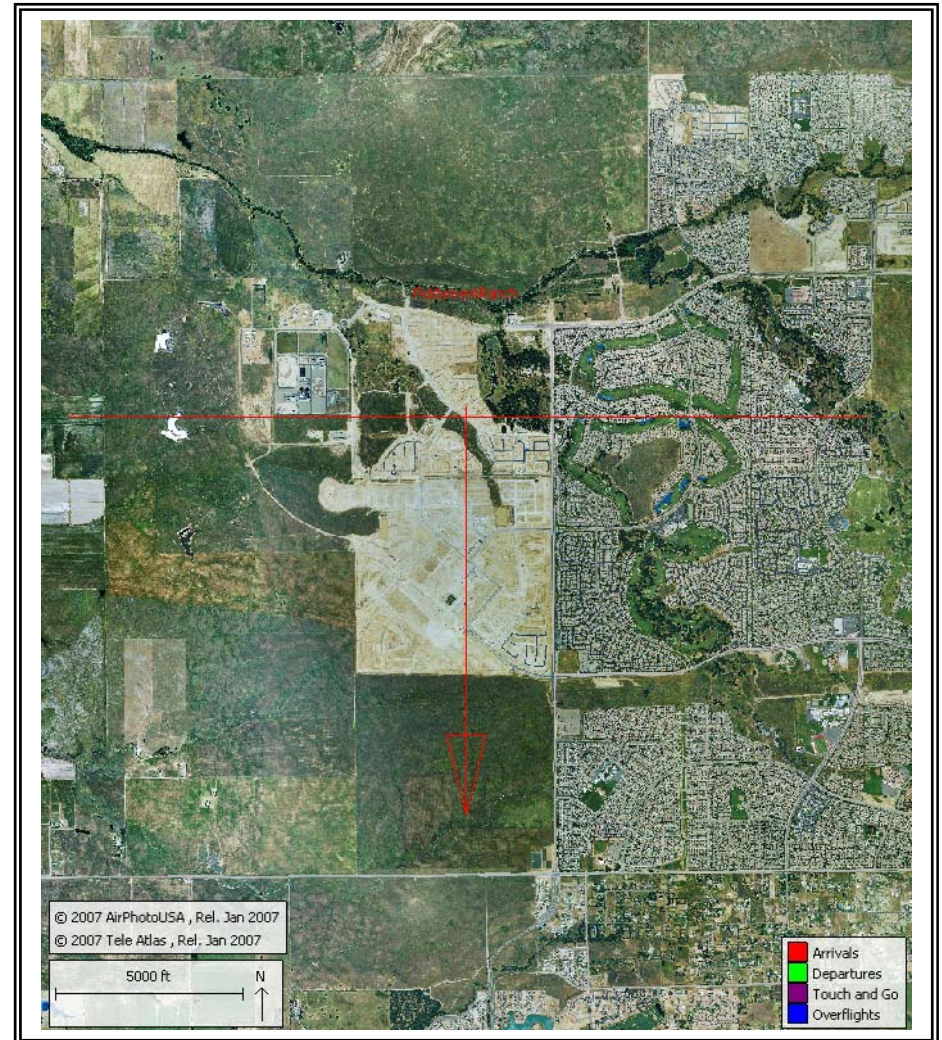
# Fiddymt Ranch Specific Plan Location Within the McClellan Airfield Planning & Policy Area



Basic Penetration Gate

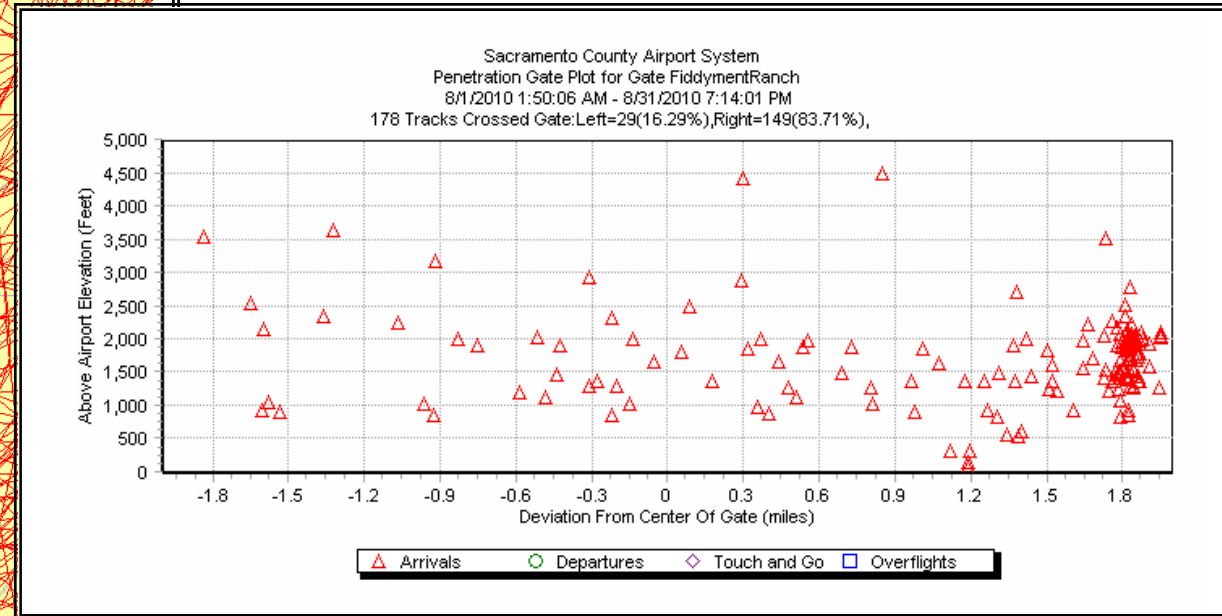
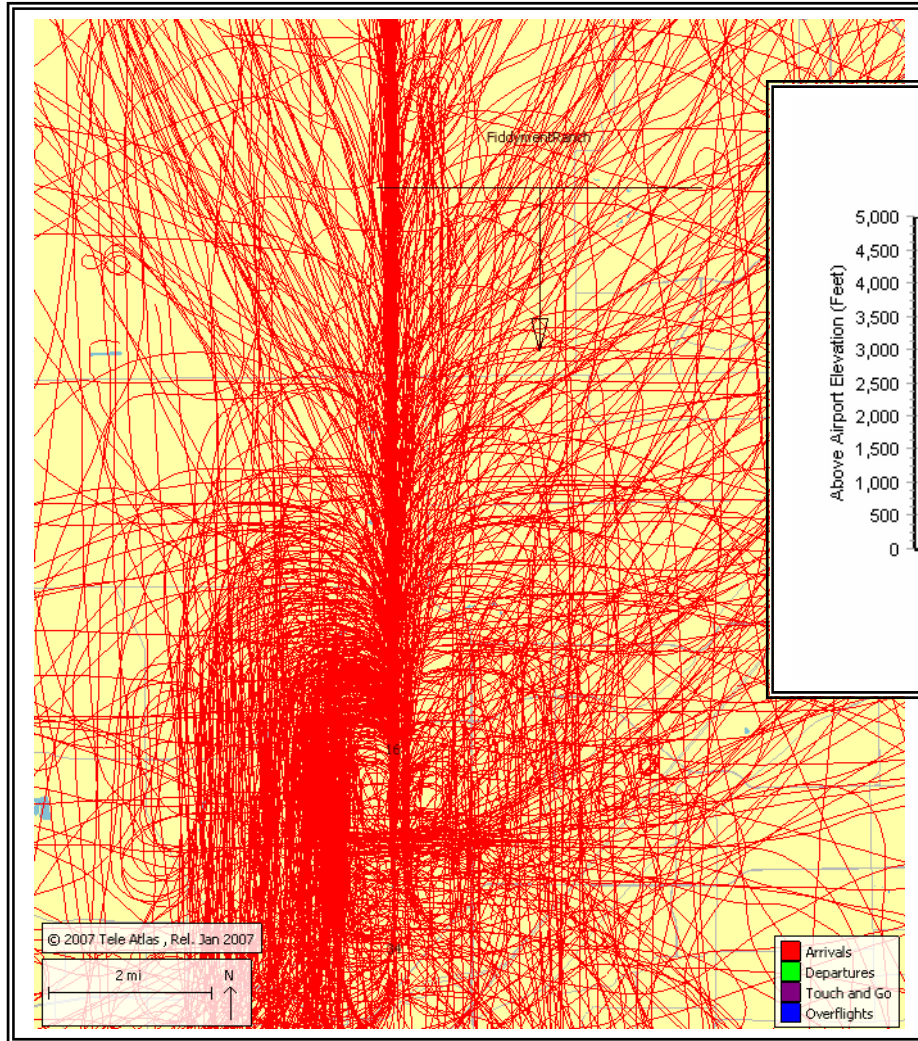


Geographic Representation of the Gate



The penetration gate is centered at the coordinates of 38.785051, -121.366507 (3000 Hayden Parkway, Roseville), spanning the site for four miles, two miles to the East and two miles to the West of the center, and is oriented to capture flights that directly overfly or are in close proximity to the location.

Arrival Analysis

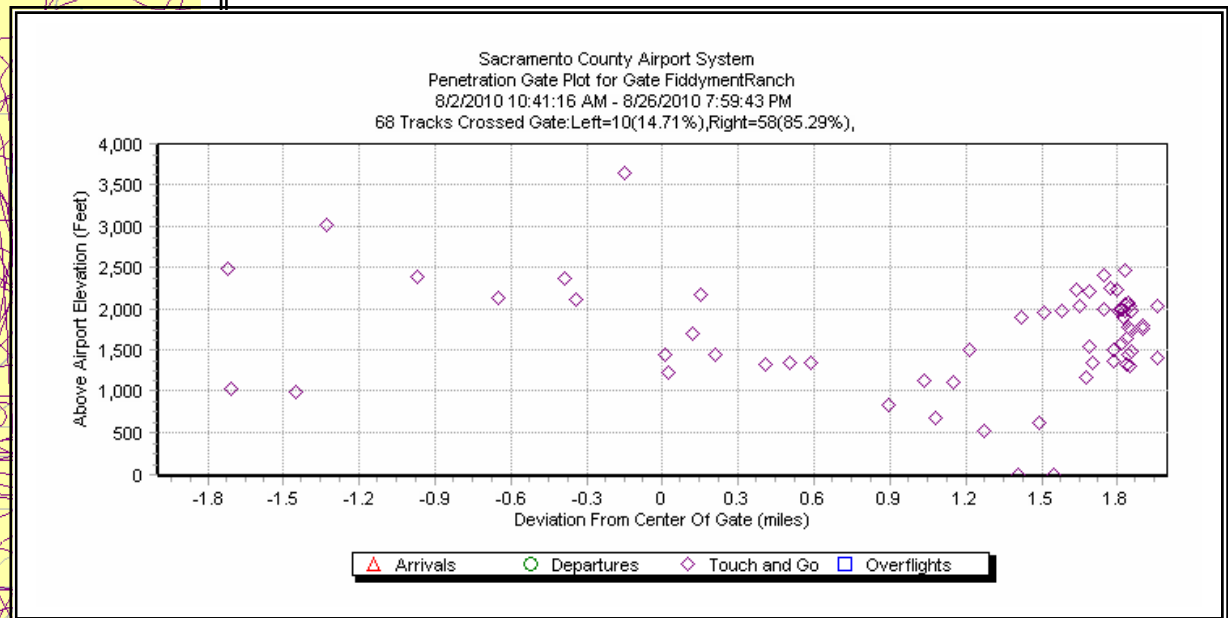
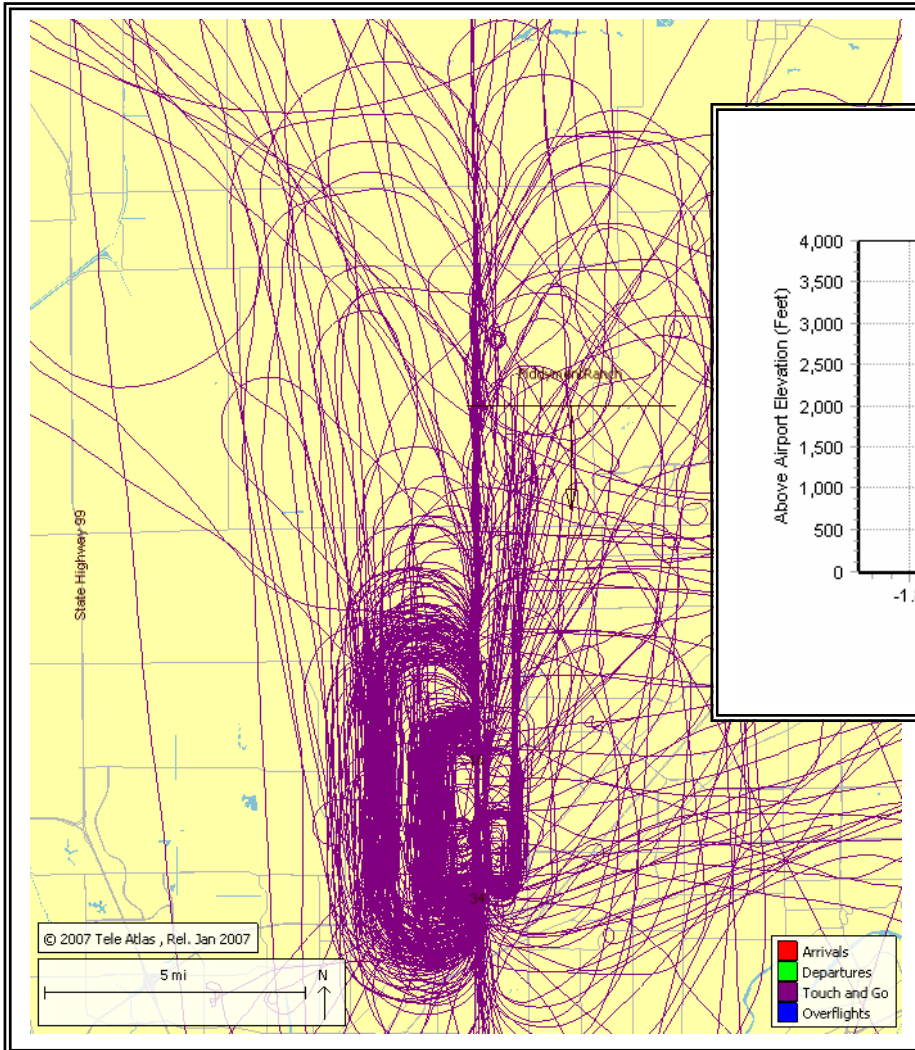


During August 2010, 765 arrival flight tracks were recorded on Runway 16 at McClellan Airfield. Of these, 178 penetrated the gate spanning the location. As indicated by the graphic above, these flights typically passed over the site at altitudes between 500 and 3,000 ft MSL.

There are a small number of operations at MCC by heavy Boeing 747 aircraft. Travis Air Force Base (Travis) will on occasion contract private cargo carriers to haul freight for the military. Due to limited ramp space at Travis, once these aircraft have unloaded they will frequently fly to MCC for fuel or overnight parking. The County does on occasion receive complaint calls regarding some of these operations.

The center of the proposed location is approximately two miles from the centerline of the Instrument Landing System (ILS) Approach for Runway 16 at MCC.

Touch-and-Go Analysis



During August 2010, 412 touch-and-go flight tracks were recorded on Runway 16 at McClellan Airfield. Of these, 68 penetrated the gate spanning the location. As indicated by the graphic above, these flights typically passed over the site at altitudes between 500 and 3,000 ft MSL.

Coast Guard Air Station Sacramento is located at the north end of MCC. In addition to 24-hour immediate response capability, with a "ready" Search and Rescue crew on duty at all times, the Coast Guard conducts a number of training activities. These are conducted in HC-130 "Hercules" turboprop aircraft. The County does on occasion receive complaint calls regarding some of these operations.

Proximity to the centerline of the ILS Approach also affects the number of touch-and-go (training) operations near the project location.



**WESTERN PLACER**  
WASTE MANAGEMENT AUTHORITY

*ROCKY ROCKHOLM, PLACER COUNTY, CHAIRMAN*  
GEORGE MAGNUSON, ROCKLIN  
SPENCER SHORT, LINCOLN  
ROBERT WEYGANDT, PLACER COUNTY  
JOHN ALLARD, ROSEVILLE  
JAMES DURFEE, EXECUTIVE DIRECTOR

September 28, 2010

Tricia Stewart, Associate Planner  
City of Roseville Planning Department  
311 Vernon Street  
Roseville, CA 95678

**RE: FIDDYMENT RANCH SPECIFIC PLAN AMENDMENT 3 – NOTICE OF PREPARATION  
(NOP) OF SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT (EIR)**

Dear Ms. Stewart:

Thank you for providing us with the opportunity to review the above mentioned NOP. The Western Placer Waste Management Authority (WPWMA) is a regional agency comprised of Placer County and the Cities of Roseville, Rocklin and Lincoln. WPWMA provides recycling and waste disposal opportunities to those communities as well as the City of Auburn and the Town of Loomis.

We understand the project proposes changes in land use designations, and an amendment the West Roseville Specific Plan (WRSP), to accommodate up to 1,905 additional residential units in the area referred to as Fiddymment Ranch, increasing total buildout of the area to a total of 6,112 residential units.

As stated in the NOP, the WRSP includes provisions for public services, including solid waste but by increasing the residential population of the WRSP, the proposed project could increase demands for public services.

The increase of nearly 2,000 residential units would definitely increase the demand for services at the Western Placer Materials Recovery Facility (MRF) and Western Regional Landfill. The draft supplemental EIR should estimate the additional solid waste generated by the change in project, as well as potential resulting impacts to the landfill and MRF.

Since the WRSP may have outdated information about WPWMA and its facilities, I have attached a document that describes WPWMA and the services it provides.

Thank you again for the opportunity to review the NOP. Should you have any questions, please do not hesitate to call me at 530-886-4965.

Sincerely,

Chris Hanson  
Senior Planner

Attachment

***RECYCLING AND DISPOSAL MADE EASY***

11476 C AVENUE AUBURN, CA 95603  
(916) 543-3960 / (916) 543-3990 FAX  
WWW.WPWMA.COM

## **Placer County Department of Facility Services Solid Waste Utilities**

The purpose of this document is to provide guidance to those preparing environmental review documents, specifically Public Utilities / Solid Waste sections, for land development projects in western Placer County. This document summarizes the solid waste management, processes, and infrastructure in western Placer County.

### **Collection**

Solid waste in the unincorporated areas of western Placer County, the cities of Rocklin and Auburn, and the town of Loomis is collected by Recology Auburn Placer. The cities of Roseville and Lincoln provide their own collection services. Recycling programs vary by jurisdiction.

### **Management**

The Western Placer Waste Management Authority (WPWMA) is a regional agency comprised of Placer County and the Cities of Roseville, Rocklin and Lincoln. WPWMA provides recycling and waste disposal opportunities to those communities as well as the City of Auburn and the Town of Loomis.

A majority of the solid waste collected in western Placer County is first processed at the WPWMA Material Recovery Facility (MRF). The MRF recovers, processes, and markets recyclable materials from the waste stream. The facility also processes source separated wood waste and green waste and accepts separated recyclables, including electronics and other universal wastes (e.g. batteries and fluorescent lamps), at the recycling drop-off and/or buy-back center. The compost portion facility of the facility has an annual processing capacity of 75,000 cubic yards or approximately 60,000 tons.

Residual waste from the MRF is transported to the Western Regional Sanitary Landfill (WRSL). The landfill is specified as a Class II/Class III non-hazardous site and a private firm, under contract to WPWMA, manages its operation. Hazardous waste from households and Conditionally Exempt Small Quantity Generators is accepted at the Permanent Household Hazardous Waste Collection Facility (PHHWCF), located next to the MRF. WPWMA owns and oversees the operations of the landfill, MRF, compost facility, and PHHWCF which are located at the corner of Athens Avenue and Fiddymont Road.

The WRSL is permitted to accept 1,900 tons per day and currently receives an average of 824 tons per weekday. The landfill has a total capacity of 36,350,000 cubic yards and a remaining capacity of 27,068,082 cubic yards. Under current

land use and development conditions, the landfill has a projected lifespan extending to 2042.

The MRF is permitted to accept 1,750 tons per day and 1,014 vehicles per day; it currently receives an average of 1,076 tons per weekday and 487 vehicles per day. The MRF expanded in 2007, increasing its processing capacity to 2,200 tons per day.

The MRF typically diverts approximately 30 percent from the MRF processing lines; however this does not include the additional recyclables received and diverted via the facility's buy-back center, drop-off center, compost facility, and landfill diversion (inert waste and construction/demolition waste). Facility-wide, the overall diversion achieved is nearly 50 percent.

Environmental reviews for development projects should estimate the short-term impacts from construction and demolition (C&D) debris generated during construction and the long-term impacts from solid waste generated from the project after completion. The analysis should determine if the increase in waste will impact the lifespan of the WRSL, the processing capabilities of the MRF, the permitted capacity of either facility, or require construction of a new or expanded disposal facility.

If the waste generated by the project could create a significant impact according to the standards listed above, mitigation measures should be identified. The environmental consultant should determine which measures are appropriate for the project. Potential mitigation measures include, but are not limited to, mandatory C&D diversion, green waste collection service, recycling space allocation in commercial developments, community recycling centers, new solid waste facility, or contribution of fair share of cost to expand to add facilities.

### **Other Recycling and Disposal Facilities**

Transfer stations are located in Meadow Vista and Foresthill and are operated, under contract with the County, by Recology Auburn Placer. Recology Auburn Placer also owns and operates the Auburn Transfer Station. The transfer stations accept household garbage, yard clippings, tires, batteries, household appliances, and electronic waste. Solid waste received at the transfer stations is delivered to the MRF for processing.

For more information, please see [www.placer.ca.gov/recycle](http://www.placer.ca.gov/recycle).

\*\*\*



## MEMORANDUM

DATE: SEPTEMBER 28, 2010

TO: MAYWAN KRACH, ECS

FROM: REBECCA TABER

**SUBJECT: NOTICE OF PREPARATION; FIDDYMENT RANCH SPECIFIC PLAN  
AMENDMENT 3 PROJECT; CITY OF ROSEVILLE**

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The Engineering and Surveying Department has received the Notice of Preparation for a Subsequent Environmental Impact Report (SEIR) for the Fiddyment Ranch Specific Plan Amendment 3 Project. The project applicant is the City of Roseville Planning, Housing & Redevelopment Department.

Thank you for the opportunity to review and comment on this Notice of Preparation. The Engineering and Surveying Department and the Department of Public Works have reviewed this document and would like to provide the following comments for the City of Roseville's consideration:

1. The SEIR should provide an analysis of impacts to all regional transportation facilities including those within Placer County. The SEIR should include a discussion of what improvements the project will construct and how other impacts could be potentially mitigated by payment of any/all current regional transportation fee impact programs including SPRTA, Tier 2, Hwy 65 JPA and the Placer County – City of Roseville Joint Fee Program.
2. The SEIR should include an analysis of specific impacts to facilities, roadways and intersections within Placer County. The discussion of mitigation measures should include those improvements to be constructed and the timing of construction, or if payment of fair share costs is proposed, then the calculation of the percentage of fair share and timing of payments should be included in the mitigation measure language.

If you have any questions, please contact me at (530) 745-7538.

cc: Andrew Gaber, DPW Transportation

September 29, 2010

Ms. Tricia Stewart, Associate Planner  
Roseville Planning, Housing & Redevelopment  
311 Vernon Street  
Roseville, CA 95678

Re: Fiddymment Ranch Phase 2 & 3 Planned Amendment

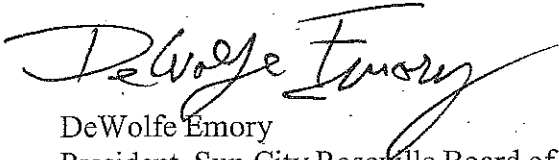
Dear Ms. Stewart:

This letter addresses the Fiddymment Ranch Phase 2 & 3 Amendment and follows up the environmental impact report (EIR) meeting held by the city on 9-23-10, at which we had representatives. Specifically, this letter speaks to three issues. First, the lack of an implementation date to end the current temporary routing of trucks along Fiddymment Road and transitioning to approved truck routes (Map #1) on completion of those links (Westbrook Blvd and Blue Oaks). Second, the noise associated with the temporary routing of trucks is objectionable. Third, the impact the Fiddymment Phase 2 & 3 Amendment potentially has on negatively impacting the issues raised above (Map #2 shows project relationships)..

The Fiddymment Phase 2 & 3 Amendment requests an increase of 1,905 units over the original plan that would be located on the same footprint as the previously approved plan. This is an 84% increase in housing density. Total units requested in Phase 2 and 3 are 4,176 units with 1,700 of these being high density. The total area of the entire Fiddymment Plan is 1,678 acres. The Phase 2 and 3 area is 803 acres including housing units, schools, etc. Using a planning figure of 2.54 people per household (generally used by the city of Roseville), the Phase 2 and 3 Amendment, if approved, alone would add over 10,000 people to the Roseville population.

Sun City is not opposed to growth; indeed, it is a product of growth. At issue is the potential negative impact on Sun City residents' quality of life. Specifically, we request that the city set forth quantifiable dates for completion of truck route links. In conjunction with that, the city should set dates for ending the *temporary* truck route along Fiddymment Road and review methodology for minimizing the truck noise along that road in the meantime. We tentatively oppose the planned inclusion of 25 units per acre high-density residences (HDR) in the Fiddymment Phase 2 & 3 Amendment Plan. Before withdrawing our opposition, we request the city set forth reasonable measures of minimizing the negative impact on road traffic, noise, and air quality attendant to construction traffic and increased automobile road volume associated with the increased HDR planned. Given the city's planned growth of around 45,000 in west Roseville before 2025 equating to about 25,000 automobiles, these requests in no way seem unreasonable. We look forward to working with you.

Sincerely,



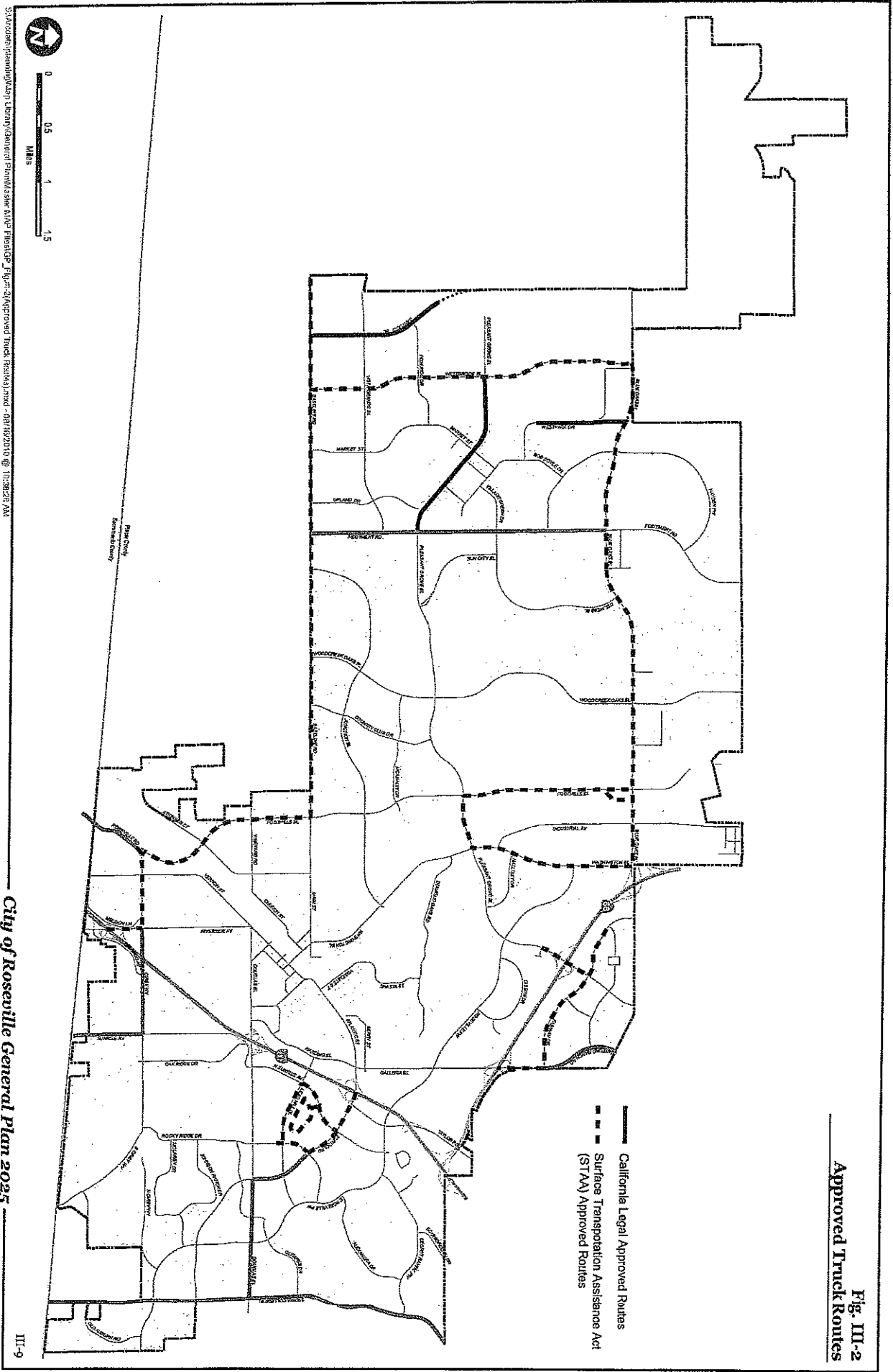
DeWolfe Emory

President, Sun City Roseville Board of Directors

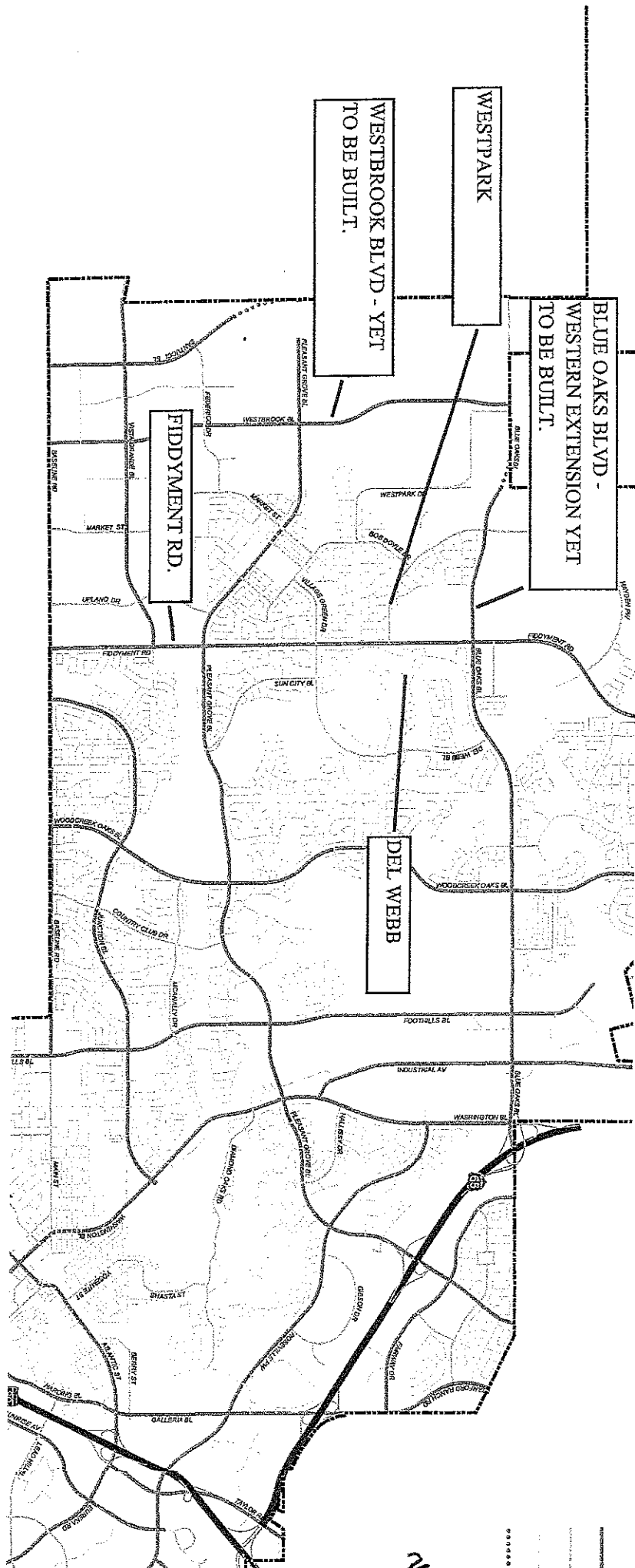
c: Dick Conzelmann, Sun City Roseville Governmental Affairs Committee Chair  
Earl Wiklund, Sun City Roseville Executive Director  
Sun City Roseville Board of Directors

Attachments: Map #1 – Approved Truck Routes (from 5-5-10 City General Plan)  
Map #2 – West Roseville showing roadways in relation to communities

Fig. III-2  
Approved Truck Routes



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BLUE OAKS BLVD -  
WESTERN EXTENSION YET  
TO BE BUILT.

WESTPARK

WESTBROOK BLVD - YET  
TO BE BUILT.

DEL WEBB

FIDDYMENT RD.

September 29, 2010

Patricia Stewart, Associate Planner  
Planning & Redevelopment Department  
City of Roseville  
311 Vernon Street  
Roseville, CA 95678

**SUBJECT: Scoping – Preparation of a Draft Subsequent Environmental Impact Report for the proposed Fiddymment Ranch Amendment to the West Roseville Specific Plan; Fiddymment Ranch Specific Plan Amendment 3 (SPA 3)**

Dear Ms. Stewart:

Thank you for this opportunity to comment on the scope of issues to be analyzed in the Subsequent Environmental Impact Report (SEIR) for SPA 3. As the name, SPA 3, denotes, this is the third requested plan amendment for Fiddymment Ranch. We are also aware that WestPark Associates will soon be requesting its third plan amendment for WestPark. Both of these developments fall under the West Roseville Specific Plan, adopted just six years ago in 2004.

SPA 3 proposes to add up to 1,905 additional residential units in Fiddymment Ranch. An undisclosed portion of these additional units will be government subsidized housing. Under the City's Housing Element, the plan for how the City will meet its low-income housing allocations as demanded by the Sacramento Area Council of Governments (SACOG) for the 2006-2013 planning horizon, SPA 3 is specifically designed as a "voluntary rezone" to help the City meet a large portion of its SACOG low income housing requirements. Yet, "low income" or "subsidized" housing is not mentioned anywhere in the Notice of Preparation (NOP). Instead, these units are simply discussed as "HDR," or High Density Residential, or "MDR," Medium Density Residential units. SPA 3 proposes to add 716 additional HDR, and 609 additional MDR units.

The identification of subsidized housing is crucial to understanding the full ramifications of SPA 3. This is because under the City of Roseville's Density Bonus ordinance, builders willing to build the low income housing will be eligible for further density increases, "as of right." These additional density increases are part of how government subsidizes the low income housing. Under the City's ordinance, the density bonuses can grant builders an additional 35% increase in density (See Roseville Municipal Code, Chapter 19.28, Section 050). Therefore, the density increases disclosed in the details of SPA 3 are not the full story, and do not disclose to the public the full ramifications of SPA 3. In addition, there are other forms of subsidies in the Density Bonus ordinance, such as reduced on-site parking requirements, reduced street standards, reduced setback requirements, increased maximum lot coverage, reduced architectural design standards, further increased densities, etc. (Roseville Municipal Code, Chapter 19.28, Section 060). All of these breaks from standard development requirements are designed to further compensate a builder for building low income housing, and wreak havoc in the community long after the builders are gone.

The WestPark - Fiddymment Farm Neighborhood Alliance (WFFNA) firmly believes that the City must analyze the impacts of further increases in densities under the Density Bonus ordinance, as well as the

stated increased densities in SPA 3. The City cannot rely on programmatic analysis of the density bonus program, or defer environmental analyses of these known foreseeable bonuses to a later date. Either of these strategies would be unlawful under CEQA as attempts to forego site-specific analysis, or segment analysis, so that the full impacts of the project description are not disclosed to the public.

While WFFNA believes the overarching scoping issue is an accurate depiction of the project and foreseeable additional density bonuses, we believe there are a number of other issues the City should consider in its scoping exercise. We agree with the City that all of the issues it has already committed to analyze, listed on page 19 of the NOP, should be analyzed. However, we disagree that many of the issues the City would like to “focus out” under the theory that they are already sufficiently analyzed under the EIR for the West Roseville Specific Plan, should be so “focused out.” We see the following issues as significant to the appropriate scope for the environmental analysis of SPA 3:

- **Density Bonuses** (discussed above);
- **Aesthetics** – the project, including additional density bonuses, reductions in height restrictions, setbacks, etc., could very well have additional significant impacts to the aesthetic quality of West Roseville.
- **Hydrology and Water Quality** – the project will likely increase impervious surfaces, and increase the rate of stormwater runoff. Increases in density will almost definitely impact impervious surfaces. An additional analysis of the capacity of drainage systems is warranted, as well as the impact of decreased groundwater recharge.
- **Land use and Planning** – the project is likely to result in increased nuisances that traditional land use planning is supposed to deter. For example, if density is increased, and parking requirements are decreased, the overflow parking will be a nuisance to neighboring communities. This is just one example of how increased density results in land use conflicts.
- **Population and Housing** – the addition of almost 2,000 housing units, many of which will be subsidized housing, will likely have an impact on the jobs/housing balance, and induce substantial population growth. Not only is this correct in the context of the City of Roseville only, but when looking at the greater Sacramento area, as well. The housing market and housing situation has changed dramatically since the 2006-2013 SACOG requirements were initially determined. Increased suburban subsidized housing has the potential to cause further blight in neighboring Sacramento areas.
- **Noise** – dense housing is always accompanied by an increase in noise levels. We fail to see how noise impacts are adequately analyzed under the WRSP EIR, at 2,000 fewer housing units.
- **Recreation** – It is not credible, on its face, that an increase in 2,000 dwelling units (and possibly more under the Density Bonus program) will not increase the demand for park facilities, as claimed in the NOP. Increased demand for park facilities should be carefully analyzed in the SEIR.
- **Transportation/Traffic** – an increase in 2,000 dwelling units (if not more) most definitely will generate incompatible vehicle traffic, create roadway design hazards, and could very well result in inadequate emergency access. This is especially true given the City’s Density Bonus ordinance which would allow for additional decreases in street standards, additional decreases in parking requirements, etc. Transportation and traffic issues are extremely important to WFFNA members and this is an issue we will be looking to the City to adequately analyze.
- **Utilities and Service Systems** – again, an increase in 2,000 dwelling units, resulting in a population increase of up to 8,000 (assuming 4 people per unit), cannot have anything but significant impacts to stormwater drainage and solid waste services. We are also interested in an analysis of the capacity for natural gas distribution systems, sewers, and additional demands on the electricity grid.

Also important to WFFNA members is an adequate analysis of the City's **water supplies**. Given the large number of currently planned developments in the queue for West Roseville (e.g., Sierra Vista), adequate water supply is a must. We question whether the City can meet its public health and safety needs for all of these developments. In addition, currently, residents are investing thousands of dollars in landscaping, relying on assurances by the City that it has adequate supplies for such uses. If the City's growth policies are ultimately headed toward water rationing, current residents will lose these investments. This should be adequately analyzed and disclosed.

Again, we thank you for this opportunity to comment on the City's NOP for a SEIR to analyze SPA 3. We look forward to working with the City throughout this process to get all of the impacts of SPA 3 adequately disclosed and analyzed as mandated by CEQA.

A handwritten signature in black ink, appearing to read "Loren Cook". The signature is fluid and cursive, with the first name "Loren" being larger and more prominent than the last name "Cook".

Loren Cook  
Chairman  
WestPark – Fiddymont Farm Neighborhood Alliance (WFFNA)

cc: WFFNA Board  
Rich Fabbre, Ted Daus, Amy Aufdemberge, Robert Gorman, Sue Cook, Brian Bouknight, Lisa Korpus

Fiddymment Ranch Specific Plan Amendment 3  
 EIR Scoping Meeting  
 September 23, 2010

The meeting began with a brief presentation of the proposed project description, a summary of the impacts to be analyzed in the EIR and those determined to be less than significant in the Initial Study, and a review of the environmental review process, by Katherine Waugh, Senior Planner, North Fork Associates. Following the presentation, public comments were received and questions raised during the public comment period were addressed or noted for consideration in the Subsequent EIR.

Commenter:	Resource Topic:	Comment/Concern:
Rich Fabber	Process	What level of detail will be included in the EIR? What topics will be included in the EIR and how is the decision made to include or not include a topic? Did North Fork Associates prepare the 2004 EIR?
Don Trichler	Transportation	How will the additional traffic that is generated by the project be addressed? Will new road improvements (widening) be needed? Are copies of the traffic study available? <i>(Mike Isom noted that the traffic studies would be included as appendices to the SEIR.)</i>
R Fabber	Public services	Will technical studies (like the traffic study) be prepared for things like schools, fire protection, and parks? How is adequacy of services determined? Will the EIR consider where the parks are located in relation to the residences? The project will increase population north of Pleasant Grove Creek, but there aren't enough parks in this area.
Sue Cook	Baseline/Cumulative	Will the Subsequent EIR consider all the development that has already been constructed in the area as well as all the new development that has been approved (Creekview)?
Loren Cook – speaking on behalf	Safety	The natural gas lines in the project area need to be mapped (concern grows out of San Bruno disaster; Roseville Energy Park proximity to site).

of West Roseville Fiddymment Farms Neighborhood Alliance (WFFNA)	Water supply	Is the City's water supply sufficient to provide water to the new uses as well as other development in the area?
	Land use	This project would result in Fiddymment Ranch having a disproportionate share of the City's HDR. HDR should be balanced throughout the City.
R Fabber	Land use/Alternatives	Could City analyze other opportunities for HDR sites as part of the EIR for this project?
Loren Cook - WFFNA	Parking issues related to Affordable Housing	Sienna Apartments is existing affordable housing development with inadequate parking, resulting in spillover parking throughout neighborhood. How will City ensure adequate parking is provided for new HDR areas? <i>(Mike Isom discussed density bonus requirements for Sienna Apartments)</i>
R Fabber	Parking issues related to Affordable Housing	This is a particular concern for the four HDR parcels at Blue Oaks/Fiddymment since on-street parking is not appropriate for Blue Oaks or Fiddymment. Why not keep these sites at 20 units per acre instead of 25 units per acre? Another example of inadequate parking is Veterans Park on Saturday mornings.
Don Brown	Project Objectives	There is no current market for MDR and HDR products. Why is this project needed? <i>(Mike Isom discussed RHNA requirements/process)</i>
Loren Cook - WFFNA	School capacity	It seems that the school district made an error in predicting how many students would be generated by new development. The existing schools are already at capacity, when will a new school be constructed and where will students go until then? High school students in the area have to go to Oakmont which is too far away.
	Density bonus	How will additional environmental effects be addressed if a density bonus is used for HDR parcels, increasing density even further?
	Plan Consistency	The project is a major change from the adopted Specific Plan. Feels like a bait and switch to current residents.
	Stormwater Runoff	How will the increased stormwater runoff associated with the increased amount of impervious surfaces be addressed?
	Growth	The project would induce additional growth in the area, especially when you consider the potential for Density Bonuses.

Loren Cook – WFFNA (continued)	Recreation	Is there sufficient parkland for the additional population? Is there sufficient parkland north of Pleasant Grove Creek? With the proposed SPA, the West Roseville area would no longer enjoy a surplus of parkland.
	Vehicle traffic	Is the plan still to construct only half of the Blue Oaks bridge?
	Utilities and services	How will the increase in population affect solid waste disposal/landfill capacity and is there sufficient sewer conveyance capacity?
	Alternatives	The neighbors would like to have alternatives to the project considered, and would like to be involved in the process of defining the alternatives
	Regional growth	The SACOG numbers don't reflect current reality.
R Fabber	Air Quality	Air quality should not be focused out <i>(NFA responded that only topics of odors and toxics air contaminants are focused out, other air quality topics will be addressed)</i>
	Aesthetics	Aesthetics should not be focused out. In particular, the proposed HDR parcels in Phase 3 would have a significant aesthetic effect.
	Geology, soils, runoff	These topics should not be focused out. The increased amount of pavement would cause significant effects. <i>(NFA discussed that these impacts are limited by the City's mitigating policies, as described in the Initial Study.)</i>
Carol Peterson	Truck traffic on Fiddymnt	Fiddymnt is an existing truck route, causes noise and air quality problems. When will other truck routes be available? <i>(Chris Kraft discussed that there are two other truck routes in the General Plan, but neither of those roads have been constructed yet.)</i>
R Fabber	Process	If the City has policies in place to control environmental effects, are those topics excluded from the CEQA review? <i>(NFA discussed that generally this is true as provided by the City's previous process to review policies and adopt findings that allow this approach. NFA also explained that the topics addressed in the public comments would be reconsidered and additional explanation of any less than significant impacts would be provided.)</i>
	Project background information	Can the powerpoint presentation be posted to the City's website? <i>(Tricia Stewart responded that it will be posted.)</i>