

Letter 5 Sacramento Metropolitan Air Quality Management District, Phil Stafford,
Associate Air Quality Planner

5-1: Air Quality

Comment noted. No response required.

5-2: Air Quality

This information is reflected in the DEIR text. No response required.

5-3: Air Quality

The following has been added to the first paragraph on page 4.6-2 of the DEIR:

“The federal air quality plan requires attainment of the ozone standard by 2005. The plan states that emissions from “indirect sources” must be reduced by one ton per day for reactive organic gases (ROG) and oxides of nitrogen (NOx). ”

5-4: Air Quality

As presented in **Table 3.1-1**, the development plan for Stock Ranch envisions a buildout intensity similar to that anticipated in the previous General Plan. Consequently, recommended mitigation should be sufficient to meet estimated emissions reductions. The air quality impact analysis used thresholds of significance contained in SMAQMD's *Air Quality Thresholds of Significance* document.

5-5: Air Quality

The project was evaluated based on a 15 percent emissions reduction in air quality impacts. The Stock Ranch area was included in the Sacramento County General Plan and the Citrus Heights General Plan. It was also considered in the 1994 State Implementation Plan (SIP). Therefore, emissions reductions greater than 15 percent are not required for this project. However, the referenced lists of emission reduction measures were reviewed for applicability and feasibility with respect to the proposed project. Many are already included as mitigation measures in the DEIR. Others were found to be inapplicable to the proposed project land uses, or deemed infeasible or ineffective for the project as proposed.

5-6: Air Quality

The following Mitigation Measures are added to page 4.6-8 following the 4th bullet under Mitigation Measure 4.6.1c:

In addition to the preceding measures, the following measures are recommended (but not required) to encourage the use of reduced-emission on-road and off-road heavy-duty vehicles.

- *Contractors will submit to the City of Citrus Heights a comprehensive inventory of all heavy-duty off-road equipment (50 or greater horsepower) that will be used an aggregate 40 or*

2.0 RESPONSE TO COMMENTS

more hours for each construction phase demonstrating a minimum 20 percent of the inventory shall be powered by CARB certified off-road engines, as follows:

<i>175-750 HP</i>	<i>1996 and newer engines</i>
<i>100-174 HP</i>	<i>1997 and newer engines</i>
<i>50-99 HP</i>	<i>1998 and newer engines</i>

As the alternative to the above submittal, contractors may provide a plan demonstrating that the heavy-duty off-road vehicles to be used in the construction project, and operated by either the prime contractor or any subcontractor, will provide a fleet-averaged NOx emission reduction of 10 percent compared to an unregulated or uncontrolled fleet.

- Contractors will submit to the City of Citrus Heights a comprehensive inventory of all heavy-duty on-road equipment (50 or greater horsepower) that will be used an aggregate 40 or more hours for each construction phase demonstrating a minimum 20 percent of the inventory shall be powered by CARB certified low-emission engines.*

As the alternative to the above submittal, contractors may provide a plan demonstrating that the heavy-duty on-road vehicles to be used in the construction project, and operated by either the prime contractor or any subcontractor, will provide a fleet-averaged NOx emission reduction of 10 percent.



Citrus Heights School

San Juan Unified School District

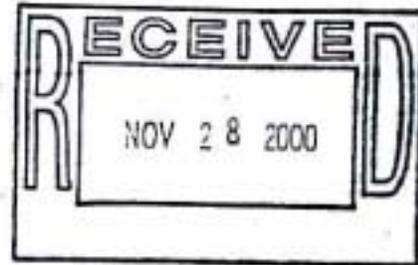
7085 Auburn Blvd., Citrus Heights, CA 95621

Telephone (916) 971-5230; FAX (916) 722-6209

Greg Peterson, Principal

November 11, 2000

Colleen M. McDuffee
Senior Planner
City of Citrus Heights
6237 Fountain Square Drive
Citrus Heights, CA 95621-5577



Dear Ms. McDuffee:

As I verbally expressed at the November 1 public meeting, I am very concerned about the impact the Stock Ranch Development will have on the safety of Citrus Heights School children, parents, and staff. At that meeting, the presenters stated that an additional 1000 cars per day was expected on Auburn Blvd., which passes by Citrus Heights School.

6-1

The added traffic on Auburn Blvd. will significantly increase the already present problems with traffic entering and exiting the school's parking lot. This problem is particularly critical in the morning at 8:15 - 8:30 a.m. when parents are bringing their children to school, and at 2:40 - 3:00 p.m. when parents are picking up their children.

6-2

I have appreciated the two meetings (November 9 and November 27) I have had with you and other city personnel to discuss the traffic situation near our school. I ask that the safety of our children, parents, and staff be a top consideration in future design of Auburn Blvd. near Citrus Heights School.

6-3

Sincerely,

Greg Peterson
Principal

2.0 RESPONSE TO COMMENTS

Letter 6 Citrus Heights School, Greg Peterson, Principal

6-1: Traffic – Safety for School Children

A meeting was held on November 27, 2000 at the Citrus Heights School to discuss access to the school and on-site circulation. Representatives from the school, the City's Community Development and Public Works Departments, Fehr & Peers Associates, and Mark Thomas & Company were present at the meeting. The meeting attendees observed traffic patterns at the school between 2:30 and 3:00 p.m. when school ended.

Field observations revealed that vehicles desiring to enter the school to pick-up children queued back onto Auburn Boulevard. The queuing problems were due to parents who parked their vehicles in the school driveway while waiting for their children, thereby precluding vehicles from accessing the parking lot located beyond the driveway.

The meeting attendees identified several measures to improve access to the school and on-site circulation. Potential improvement measures included: construction of a right-turn deceleration lane on Auburn Boulevard into the school driveway, improved signing and striping of the school driveway to designate the middle lane for through traffic, and distribution of information materials to advise parents of the on-site circulation patterns. More involved measures, such as reconfiguring the parking lot and driveway, were also suggested.

The planned improvements at the Auburn Boulevard/Sylvan Road intersection will eliminate the existing weaving problem in the westbound direction of Auburn Boulevard in the vicinity of the Citrus Heights School. The "free" right-turn lane from southbound to westbound Auburn Boulevard will be replaced by a right-turn lane that is controlled by the traffic signal at the Auburn Boulevard/Sylvan Road intersection. These improvements will allow motorists to more safely merge onto Auburn Boulevard.

The existing operational deficiencies at the Citrus Heights School are the result of the on-site circulation problems discussed above. Existing traffic volumes on Auburn Boulevard play a minimal role and increases in traffic associated with the project would not appreciably worsen traffic conditions in the immediate vicinity of the school. With the addition of project traffic, there would continue to be "enough breaks" in traffic on Auburn Boulevard to allow vehicles to enter and exit the school. However, unless circulation improvements are made on-site, vehicles will not be able to use these available gaps and will continue to stack back onto Auburn Boulevard.

6-2: Traffic – Safety for School Children

Please see Response to Comment 6-1.

6-3: Traffic – Safety for School Children

Please see Response to Comment 6-1.



San Juan Unified School District

PLANNING DEPARTMENT

7200 Fair Oaks Boulevard., Suite 202, Carmichael, California 95608

P.O. Box 477, Carmichael, California 95609-0477

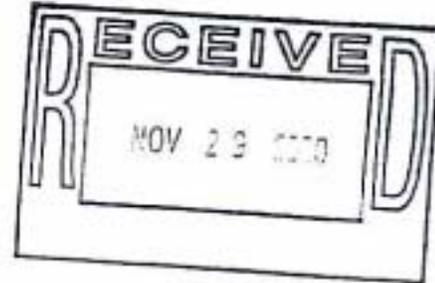
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Letter 7

General Davie, Jr., Ed.D., Superintendent of Schools

November 28, 2000

The City of Citrus Heights
6237 Fountain Square
Citrus Heights, CA 95621
Attention: Janet Ruggiero



Subject: Stock Ranch Draft Environmental Impact Report

Dear Ms. Ruggiero:

This is the San Juan Unified School District's response to the transportation/traffic element of the Stock Ranch E.I.R. This response is pursuant to a meeting held at Citrus Heights Elementary on Monday, November 27, 2000 between staff representatives of the school district and that of the City of Citrus Heights.

The school district wishes to go on record that extra attention needs to be applied to the significant increase in traffic volume created by the project as it affects the safety of students and others either in motorized vehicles, bicycles, or pedestrians on Auburn Boulevard in front of Citrus Heights Elementary. While the district cannot provide any specific recommendations, we would hope that safety precautions be seriously considered to assure a safe environment for those needing to attend Citrus Heights Elementary.

7-1

Sincerely,

A handwritten signature in cursive script, appearing to read "Richard L. Ehrhardt".

Richard L. Ehrhardt
Planning Director

RLE:dm

2.0 RESPONSE TO COMMENTS

Letter 7 San Juan Unified School District, Richard L. Ehrhardt, Planning Director

7-1: Traffic – Safety for School Children

As discussed in the response to Letter 6, measures were identified at the November 27th meeting to improve vehicular access and safety at the Citrus Heights School. The majority of these measures could be implemented at a nominal cost. In addition, the pedestrian trail network included as part of the plan would improve the route school children take between the neighborhoods north of Auburn Boulevard and the school to the south of the site. Therefore, the project will provide improved safety for children walking to and from school.



San Juan Unified School District

PLANNING DEPARTMENT

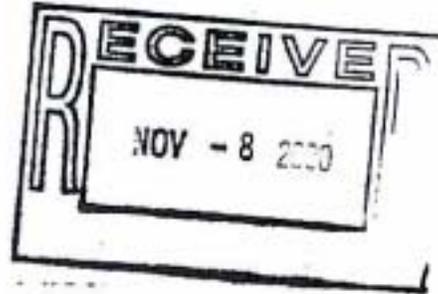
7200 Fair Oaks Boulevard., Suite 202, Carmichael, California 95608
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Letter 8

General Davie, Jr., Ed.D., Superintendent of Schools

November 6, 2000

The City of Citrus Heights
6237 Fountain Square
Citrus Heights, CA 95621
Attention: Janet Ruggiero



Subject: Stock Ranch Draft Environmental Impact Report

Dear Ms. Ruggiero:

The following is in response to our review of the subject dated October 2000.

I call your attention to table 4.11-2 on page 4.11-3. The enrollment data reflected in this table needs to be corrected as follows:

SCHOOL	ENROLLMENT 10-2-00
Littlejohn	406
Will Rogers Middle	885
San Juan High	1043

8-1

The enrollment this office provided you previously was based on June 2000 enrollment figures. The June enrollment reflects the lowest enrollment for the school year. The 10-2-00 enrollments reflected above are more inline as to what the enrollments at these schools will be throughout the year.

The student yield as reflected in table 4.11-4 on page 4.11-4 are accurate.

8-2

I must point out that the E.I.R. is based on enrollments as of this year. This is not reflective of the peak enrollment periods over the next five years. I cannot tell you what that peak enrollment will be as we are in the process of doing our enrollment projections for the entire district, which will be based on the 10-2-00 actuals. Those enrollment projections will not be available until the first of December 2000.

8-3

I call your attention to page 2.0-36 of the executive summary where it states that the impact of 4.11-3 can be mitigated to an acceptable level and that the significance after mitigation is less than significant. This is not the case. Please note the following:

8-4

Exception is taken to schools impact 4.11.3 on page 4.11-12 where a statement is made, "therefore, project impacts on public schools are considered *LESS THAN SIGNIFICANT*, and no mitigation, in addition to paying school impact fees, is necessary." The author makes this statement that the current school statutory developer fees cover approximately 30% of the actual new school (portable) building costs, and that the district itself covers the impact cost from their general fund and sales of school properties. When I made this statement, I clearly pointed out that the district has no vacant properties any longer to sell. In fact, the district is leasing property for nonclassroom related activities. However, the statement that the "general fund" supports the rest of the building costs, is true, but it means that monies from the general fund actually come out of the classroom teaching needs--thus the students are short-changed by the general fund having to fund building costs. The general fund is provided by the state based on Average Daily Attendance (ADA) which does not provide costs for capital outlay building expenditures.

8-5

The author also indicates that "school districts may collect alternative fees (level two and/or level three fees) under specified circumstances." The "specified circumstances" to qualify for these fees stipulate that if you have space in other school attendance areas for the students generated from a project that you do not qualify for these "alternative fees." This would mean that we would bus students from their regular attendance areas to other sites creating additional busing costs incurred by the district. This also does not comply with the city's desire to have Citrus Heights students reside within schools located within Citrus Heights. ***THUS, THIS PROJECT WILL HAVE A SIGNIFICANT IMPACT ON HOUSING STUDENTS FROM THIS PROJECT.***

8-6

I look forward to working with city staff regarding pedestrian crossings on Auburn Boulevard to Citrus Heights Elementary and Sylvan Middle School as it relates to this project.

Thank you for your understanding and cooperation in this matter. If you have any questions please feel free to call me at 971-5720.

Sincerely,



Dick Ehrhardt
Planning Director

DE:dm

Letter 8 San Juan Unified School District, Richard L. Ehrhardt, Planning Director

8-1: Schools – Enrollment

Commentor notes that the data in **Table 4.11-2**, page 4.11-3 of the Draft EIR, is not “in-line” with what the enrollments will be throughout the year. The San Juan Unified School District provided updated enrollment figures as of October 2, 2000. The Table has been revised to reflect these changes.

SCHOOL	LEVEL	ENROLLMENT JUNE OCTOBER 2, 2000	SCHOOL CAPACITY	% OF CAPACITY AS OF JUNE 2000
LITTLEJOHN ELEM.	K-6	370 406	494	75% 82%
WILL ROGERS MIDDLE	7-8	882 885	883	100%
SAN JUAN HIGH	9-12	892 1,043	1,363	83% 77%

Source: San Juan Unified School District, 2000

8-2: Schools – Enrollment

Comment noted. No further response is required.

8-3: Schools – Enrollment

Comment noted. The District experienced delays in preparing enrollment projections. Although the Commentor states that the projections would be available in early December, subsequent contact with the District indicates that the projections will be ready in early 2001.

8-4: Mitigation Measures – Schools

Comment noted. The Draft EIR sets forth the extent to which impacts to schools are mitigated in accordance with CEQA and existing Legislation. While the Commentor identifies that impacts to schools would still occur, no other feasible mitigation is available consistent with CEQA.

8-5: Schools – Fiscal Impacts

Please see Response to Comment 8-4.

8-6: Schools – Fiscal Impacts

Please see Response to Comment 8-4.



A "Special District" providing recreation services and park facilities

November 17, 2000

TO: Colleen M. McDuffee
Senior Planner

FROM: Terry Jewell, 
District Administrator

RE: Stock Ranch Guide for Development

At their regular meeting of October 19, 2000, the Sunrise Recreation and Park District Advisory Board of Directors reviewed and commented on the Draft Stock Ranch Guide for Development. The Board was supportive of the Guide for Development particularly as it related to the proposed park site designation and adjacent natural areas. Specific comments from the Board and staff are listed below:

- That every effort will be made to retain the many oak trees. It is desirable that the oak trees located immediately East of the park site be preserved as part of the park site. 9-2
- That the park site and adjacent wetland/creek areas be incorporated into a master plan integrating natural interpretative areas, trails and passive recreation. The plan would be developed through community input with assistance from a Landscape Architect. 9-3
- That the combined park site and adjacent creek and buffer areas be preserved as public open space. 9-4

Please contact me if you have any questions and the District looks forward to our continued partnership on this valuable community asset.

Letter 9 Sunrise Recreation and Park District, Terry Jewell, District Administrator

9-1: General Comment

Comment noted.

9-2: Biological Resources – Oaks

As discussed in **MM 4.9.3a**, all oak trees within the development area must be inventoried prior to site development. The findings of the arborist survey shall be mapped onto the tentative map or development plan and wherever possible, direct loss of oak trees shall be avoided.

9-3: Parks – Master Plan

Commentor suggests that the park site and adjacent wetland/creek areas should be incorporated into a master park plan. The Commentor further suggests that the plan be developed with community input and the assistance of a Landscape Architect. The comment does not question the adequacy of the EIR but is noted for the decision-makers consideration. No further response is required.

9-4: Open Space

Commentor suggests that the combined park site and adjacent creek and buffer areas be preserved as public open space. The comment does not question the adequacy of the EIR. No further response is required.



November 27, 2000

Sacramento Regional Transit District
A Public Transit Agency
and Equal Opportunity Employer

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(916) 648-8400

Public Transit Since 1973

Janet Ruggiero
CITY OF CITRUS HEIGHTS
Department of Planning
6237 Fountain Square Drive
Citrus Heights, CA 95621

NAME OF DEVELOPMENT: Stock Ranch

TYPE OF DOCUMENT: Draft Environmental Impact Report

Regional Transit (RT) staff has reviewed the Draft Environmental Impact Report (DEIR) for the proposed Stock Ranch "Guide for Development" and would like to provide the following recommendations:

The proposed project is located on the south side of Auburn Boulevard near the corner of Sylvan Road. Currently RT provides service along Auburn Boulevard on Route 91 and Sylvan Road on Route 92. Additionally, ten bus routes converge at the Sunrise Mall Transit Center.

10-1

RT provides service along Sylvan Road and Van Maren on Route 92. The DEIR only refers to Sylvan Road and RT would like the scope of the analysis expanded to include this route as well.

10-2

The Sunrise Mall Transit Center is located at the northeast corner of Greenback Lane and Arcadian Drive. The DEIR makes no reference of this center, although both Routes 91 and 92 originate at the Transit Center. It is important to investigate whether the development will potentially impact the Transit Center. Due to the close proximity of these routes to the Stock Ranch development, the significance of the center should be evaluated within the EIR. Additionally, the EIR should address the project's impact on regional transit services. The magnitude of the project indicates that increased transit services to the City of Citrus Heights may be needed upon completion.

10-3

The EIR should analyze how the project can be designed for efficient and effective pedestrian circulation with an emphasis on providing maximum access to streets with main arterials for possible future transit routes.

10-4

The EIR should address how the project will maximize the proposed land uses and how this will affect the potential for increased transit service.

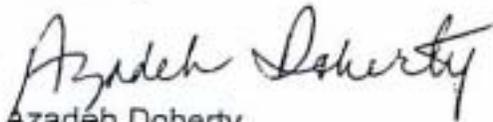
10-5

The proposed "Development Standards and Guidelines" should include a reference to RT's standards (Design Guidelines for Bus and Light Rail Facilities) for bus stop placement, bus turnouts, and subdivision design.

10-6

Thank you for providing RT the opportunity to comment on the DEIR. If you have further questions regarding these recommendations, please contact Annie Cruz, Assistant Planner, at 321-2869 or acruz@sacrt.com

Sincerely,



Azadeh Doherty
Planning Manager

c: Annie Cruz, Assistant Planner, RT

2.0 RESPONSE TO COMMENTS

Letter 10 Sacramento Regional Transit District, Azadeh Doherty, Planning Manager

10-1: General Comment

A description of current Regional Transit (RT) bus service is provided on Page 4.4-8 of the Draft EIR. This comment confirms the existing transit service within the study area described on this page.

10-2: Traffic – Public Transit

As noted in the comment, Van Maren Lane is served by Route 92. Inclusion of this statement does not change any of the study findings.

10-3: Traffic – Public Transit

The Sunrise Mall Transit Center is located at the Greenback Lane/Arcadia Drive intersection, nearly 3.5 miles from the Auburn Commerce District. Routes 91 and 92, which service the study area, originate at the Sunrise Mall Transit Center. Route 91 provides hourly service on weekdays between 7 a.m. and 10 p.m. and on Saturdays between 10 a.m. and 6 p.m. Route 92 provides hourly service on weekdays between 9 a.m. and 6 p.m.

According to ridership data provided by RT, current ridership levels on Routes 91 and 92 are at less than 50 percent of capacity with the exception of the a.m. peak period (on Route 91), which features high levels of ridership. Since the project would likely cause the greatest demand for transit between 11 a.m. and 7 p.m. and adequate reserve capacity is available during these periods, the project is not expected to impact the quality of service on Routes 91 and 92 and the Sunrise Mall Transit Center. Nonetheless, the City of Citrus Heights and the project applicant will work with RT to ensure that adequate transit service facilities are provided at the project site.

10-4: Traffic – Pedestrian Circulation

The project includes pedestrian walkways within the site and a nine-foot detached pedestrian/bicycle path along Auburn Boulevard. These facilities will enable pedestrians to safely and easily access the transit stops on Auburn Boulevard.

10-5: Traffic – Public Transit

The EIR provides a discussion of project impacts on public transit. The proposed project has been design to accommodate transit facilities.

10-6: Traffic – Public Transit

The Guide for Development has not been modified to reference RTs Standards. Prior to construction, the design of bus stop facilities will be determined by the City of Citrus Heights in consultation with RT.