

Letter 11 Law Office of George Phillips, George Phillips, Attorney for Project Applicant

11-1: General Plan

Paragraphs 1 and 3 on page 1.0-3 under 1.4, Relationship to the City of Citrus Heights General Plan, have been revised to reflect that the General Plan has been adopted. Paragraph 1 now reads as follows:

The City of Citrus Heights incorporated on January 1, 1997, and adopted Sacramento County's General Plan as the City of Citrus Heights General Plan (i.e. the existing General Plan.) Following incorporation, the City began development of a new General Plan. In July 2000, a Draft General Plan was released for public review. ***On November 15, 2000, the General Plan was adopted.***

Paragraph 3 is completely eliminated since the General Plan has been adopted:

~~The proposed project includes an amendment to the existing General Plan, which would be amended to reflect the proposed land uses. In the event that the draft General Plan is adopted prior to approval of the proposed project, the land use plan and development policies of the Stock Ranch Guide for Development will be consistent with and incorporated into the new General Plan, and the proposed amendment would not be necessary.~~

The DEIR addresses project consistency with the Draft General Plan (adopted since circulation of the DEIR.) No substantive changes occurred to the Draft General Plan that would change the conclusions in the DEIR, consequently recommended revisions to the entire DEIR have not been made.

11-2: Land Use

Commentor requests that the reference to the Sylvan Commerce District be eliminated. The second line of paragraph 4 on Page 1.0-3 under 1.4, Relationship to the City of Citrus Heights General Plan, has been revised as follows:

The site's proposed land uses (General Commercial, Low Density Residential, Medium Density Residential, Residential Cluster ~~and Sylvan Commerce District Zone,~~ and Open Space) include specific commercial, residential, and open space uses.

11-3: Formatting

The Commentor notes that the Summary Table of Impacts and Mitigation Measures as it appeared in the Draft EIR was inconsistent with the text in the Draft EIR, and that a corrected table was issued to all Draft EIR holders during the public comment period. The corrected table, including all changes to mitigation measures as a result of public comments, is included in the errata of this Final EIR.

2.0 RESPONSE TO COMMENTS

11-4: Site Plan

Figures 3-3 and 3-4 have been updated to reflect the 1.8-acre parcel in the southeast corner of the site.

11-5: Project Objectives

Commentor requests that the discussion include a statement that project objectives listed have been developed by the City Council. The second paragraph on Page 3-10 has been revised as follows.

The fundamental objective of the Stock Ranch Guide for Development is to provide orderly and systematic development of an integrated commercial and residential project in a manner that respects the infill character of the site, surrounding land uses, and the site's natural resources (EIP, 2000). *In addition a variety of project objectives (listed below), have been developed by the City Council with regard to the Guide, planning, and circulation.*

11-6: Land Use

Commentor requests that a quantitative analysis of Scenarios 1 and 2 be carried throughout the entire document. The analysis assumes the worst-case scenarios for each issue area (i.e. 570,000 square feet of retail and 590 units of residential development) as appropriate. As a result, it is not necessary to perform a quantitative analysis of these areas since the examination of the worst case is inclusive of a less intense scenario (e.g. 385,000 and 346 units). In the case of Traffic, it was necessary to examine each scenario separately because the volumes of traffic would result in distinctly different impacts and improvements based on the level of development.

11-7: Alternatives

Comment noted. Refer to Response to Comment 11-6, above.

11-8: Alternatives

Commentor states an opinion that the 450,000 square foot alternative should be re-labeled throughout the document as Scenario 1 to indicate that it is the preferred alternative. The terminology "Scenario 1" and "Scenario 2" are used in Section 4.4 to clarify the traffic analysis. In the other sections of the document, the worst-case scenario (i.e. 570,000 square feet of retail and 590 units of residential development) is used. Both Scenarios were examined to assist the decision-makers in choosing the best mix of uses for the project site and to determine the full extent of impacts associated with site buildout. The numbering of the Scenarios has not been changed as requested by the Commentor.

11-9: Program EIR

The EIR has been prepared at a Program Level. This type of document was chosen based on the level of detail available at the time of its writing. Because no specific building site plans, elevations, etc., were available, a program level document was the most appropriate. In the future, as more specific plans are formulated for specific buildings on the project site, additional

environmental analysis may be required. However, this EIR would be used as a first level document from which all subsequent environmental studies would tier.

Alternatively, CEQA Section 15183(a) allows projects consistent with a community plan, general plan, or zoning to proceed without further environmental review “except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site. This streamlines the review of such projects and reduces the need to prepare repetitive environmental studies.”

11-10: General Plan - Zoning

Comment noted. The document evaluates the project against existing conditions (vacant land) as required by CEQA.

11-11: Project v. General Plan Buildout

Comment noted. Please see Response to Comment 11-10, above.

11-12: Project v. General Plan Buildout

Comment noted. Refer to Response to Comment 11-10, above.

11-13: Building Setbacks

Comment noted. The building setbacks evaluated in the DEIR were as described in the Guide for Development. Revisions to the setback would require modification to the analysis contained in the Draft EIR

11-14: Formatting

Comment noted. Page 4.1-3, third bullet point, is revised as follows:

- A senior assisted-living facility (Merrill Gardens); senior apartments (Vintage Oaks); and an Alzheimers care facility (~~Manor Care Health~~ Alterra Clare Bridge) to the south; and

11-15: General Plan – Zoning

Commentor requests that the document include a description of the zoning for the project site. **Table 4.1-1** has been added to page 4.1-5 immediately preceding the heading 4.1.5 Project Impacts and Mitigation Measures:

2.0 RESPONSE TO COMMENTS

**TABLE 4.1-1
SUMMARY OF ZONING ON THE PROJECT SITE**

Zone	Purpose	Permitted Uses
MP INDUSTRIAL - OFFICE PARK LAND USE ZONE	The purpose of this zone is to provide for well-designed and controlled groupings of research, service, and light industrial uses within an area containing visual and operational amenities. Toward these ends, comparatively rigid development standards are established with respect to setbacks, landscaping, building material controls, and other appropriate design and operational characteristics. This zone is intended to provide a park-like, nuisance-free environment for users desirous of such a setting in an industrial office development.	Buildings and structures may be erected, structurally altered or enlarged, and land may be used within this zone for commercial, light industrial, service, office, and other uses as provided in Commercial Use Table, Article 2 of Chapter 15 of the Zoning Code.
SC SHOPPING CENTER LAND USE ZONE	The purpose of this zone is to provide an area that will offer a wide choice of retail goods and services, while promoting the unified groupings of retail and service uses with convenient off-street parking and loading areas. It is intended that the Shopping Center Zone be designed in such a manner as to be an integral part of the neighborhood, community and urban area in which it is located.	Buildings and structures may be erected, structurally alerted or enlarged and land may be used within this zone for commercial, service, office and other uses as provided in the Commercial Use Table; Article 2 of Chapter 15 of the Zoning Code. The entire business operation shall be conducted within a completely enclosed building or screened from the Public Right-of-Way within the buildable area of the lot.
RD-20 RESIDENTIAL LAND USE ZONE	To provide sufficient space in appropriate locations for residential development to meet the housing needs of the City's present and expected future population with due allowance for the need for a choice of sites.	Permitted Uses: Accessory Structures, including Guest Houses, Duplex - Corner Parcels with Less than 10 units, Duplex - Interior Parcels with Less than 10 units, Family Day Care Home for 12 or LESS children, Garage Sales, Guest Houses, Mobile homes, Residential Care Home for 6 or LESS Adults or Children, Single Family Dwelling. Uses that require a Conditional Use Permit: Boarding House, Single Room Occupancy, Commercial Coach for Temporary Classrooms, Commercial Coach for Temporary Office, Condominiums, Duplex - Interior or Corner Parcels with 10 units or more,

2.0 RESPONSE TO COMMENTS

Zone	Purpose	Permitted Uses
		<p>Family Day Care Home for 13 or MORE Children, Residential Care Home for 7 to 20 Adults or Children</p> <p>Uses that require Development Plan Review at either staff level or with Planning Commission review: Townhouse, Row House, or Cluster Development</p> <p>Uses that require a Temporary Use Permit: Mobile home or Travel Trailer at Construction Sites for temporary sales or offices.</p> <p>Any other use is prohibited unless specifically permitted elsewhere in this Code as a temporary, accessory, or other type of use.</p>
<p>RECREATION LAND USE ZONE</p>	<p>The Recreation Land Use Zone is designed to promote and protect the public health safety and general welfare. The City Council in establishing these zones finds that the uses and regulations provided in this Code, are consistent and compatible with the objectives, polices, general land uses and programs specified in the Citrus Heights General Plan, and are adopted for the following purposes:</p> <p>a) To preserve the open space and other areas of unusual scenic beauty and recreational potential which are unique to Citrus Heights and California and to protect the physical, social, recreational, aesthetic, and economic resources which are of great value to the people of Citrus Heights and to the public generally.</p> <p>b) To protect the scenic and recreational areas within Citrus Heights, whenever feasible, from urban development and other types of development that jeopardize the values of these areas.</p> <p>c) To apply the regulations hereby established in Chapter 10 of the Zoning Code to such open space</p>	<p>Any building, structure, vehicle, sign, or lot, or the use of any building, structure, vehicle, or lot in the Recreation Land Use Zone shall be regulated and governed by the provisions of this Chapter and the regulations and condition for each use in Title III of (Regulations and Standards) of this Code.</p>

2.0 RESPONSE TO COMMENTS

Zone	Purpose	Permitted Uses
	<p>and scenic areas, waterways and other areas of recreational value and to promote and protect the general welfare by contributing to the physical, social and economic well being of the people of Citrus Heights.</p> <p>d) To encourage and protect the City's tourist and recreation resources.</p>	
<p>NS NATURAL STREAMS OVERLAY ZONE</p>	<p>The Natural Streams (NS) Overlay Zone as shown on the Citrus Heights Zoning Map shall be used to regulate property along the designated Natural Streams within Citrus Heights to:</p> <p>a) Protect current and future occupants of land subject to flooding from the physical damage of flooding.</p> <p>b) Protect property from flood losses and prevent noncompatible development in flood prone areas.</p> <p>c) Protect and preserve the natural character and amenities of the Natural Streams.</p> <p>d) Minimize the placement of fill in floodplain areas of the Natural Streams</p> <p>e) Protect and enhance the quality of water entering and flowing within the Natural Streams.</p> <p>f) Preserve the recreation potential of the Natural Streams.</p> <p>g) The NS Zone Designation indicates that the property is subject to the provisions of the NS overlay zone as well as the underlying zone. The NS Zone may be applied to the City of Citrus Heights adjacent to or near portions of Arcade Creek from Greenback Lane near Indian River Drive to Fair Oaks Boulevard, approximately 1,200 feet south of Woodmore Oaks Drive; from the confluence with Arcade Creek to the intersection of Greenback Land</p>	<p>With the exception of modification or alteration to an existing single-family detached dwelling on each lot or to an existing two-family dwelling on each lot; accessory uses, building and structures (including swimming pools and appurtenant equipment) customarily incidental to and subordinate to single-family detached and two-family dwellings when constructed in conjunction with an existing single family or two-family dwelling; erosion control improvements with Engineering Division approval in conjunction with existing residential uses - All uses designated as either permitted or conditional uses in the underlying zone shall be conditional uses in the Natural Streams zone subject to obtaining a conditional use permit from the appropriate authority and further subject to satisfactorily meeting the development guidelines established in section 235-46 of Chapter 35 of the Zoning Code.</p>

2.0 RESPONSE TO COMMENTS

Zone	Purpose	Permitted Uses
	and Birdcage Street.	

Source: City of Citrus Heights Zoning Code, 1998.

11-16: Formatting

Comment noted. Number corrections have been made and are included in the Errata and revisions to the summary table.

11-17: Formatting

The text following the impact identifies that the project would result in no impact to physically dividing an established community. No further discussion of the impact is necessary.

11-18: General Plan - Zoning

Commentor states that the project will not create any new zoning districts. The Discussion on page 4.1-12 of the document has been modified as follows:

~~Discussion:~~ ~~The proposed "SPA zoning will accommodate the proposed project by providing several zoning designations, including two "Sylvan Commerce District zoning" and "residential cluster which are unique to this project.~~ ***The Sylvan Commerce District will be zoned SPA-General Commercial. Office commercial and multi-family uses are permitted in the General Commercial zoning.***

11-19: General Plan - Zoning

Commentor requests a correction to the text regarding Residential Cluster zoning. The second paragraph on Page 4.1-12 has been revised per the comment. No further response is necessary.

~~Residential Cluster zone would be applied to residential development south of Arcade Creek.~~ ***The area south of Arcade Creek will be zoned Special Planning Area (SPA) – Residential.*** If cluster housing is pursued as an alternative, a maximum of 364 units may be developed at a gross density of approximately eight units to the acre (compared to a maximum of 216 single family units at a gross density of five units to the acre. This new category would permit preservation of significant amounts of the 43.2 acres for open space available for community uses such as walking, picnicking and nature study.

11-20: General Plan – Zoning

The entire site will need to be rezoned into a Stock Ranch SPA. The text on page 4.1-12 has been revised accordingly. Refer to Response to Comment 11-18, above.

2.0 RESPONSE TO COMMENTS

11-21: Jobs

The analysis of job creation contained in the EIR is based upon a worst-case project development scenario (i.e. 590 residential units, and 570,000 square feet of retail/commercial uses). An analysis of jobs created under the project's existing zoning would not provide information that is necessary for assessing job impacts. The project would have a beneficial impact regardless of which scenario is developed.

11-22: Formatting

See response to comment 11-16.

11-23: Noise

Based upon the information contained within the proposed project description, the required six-foot tall walls may not be sufficient in height to reduce project-related noise levels to within acceptable levels. For instance, loading dock noise levels may require sound walls along the east property line between 8-feet in height and 12-feet in height to comply with the maximum noise level criteria. If six-foot walls are constructed along the east property line, the predicted maximum noise levels are approximately 73 dBA at the east property line. The project must demonstrate compliance with City standards, which can be accomplished by any number of means (i.e. setbacks, berms, masonry walls.)

11-24: Traffic – Impacts

The comment correctly states that the existing zoning for the Auburn Commerce District would generate more a.m. peak hour trips than the proposed land uses. The comment requests that the number of "new" trips (i.e., non-pass-by trips) associated with the proposed project be quantified. This information is included in **Tables 4.4-4** and **4.4-5** of the Draft EIR. The Draft EIR did not overstate the number of new trips that would be generated by the proposed project. Rather, it computed the number of new trips by considering the amount of existing traffic on Auburn Boulevard that could reasonably be expected to divert into the project site.

11-25: Traffic – Impacts

The traffic and circulation impacts of the revised access plan were analyzed and the findings are included in the attached technical memorandum (Appendix A). Subsequent to the Memo, further revisions were made to the access to the Auburn Commerce District. In the Memo, the access to the project site was located approximately 170 feet west of Coachman Way (refer to **Appendix A, Figure 1**). In subsequent analysis, the access was realigned opposite Coachman Way (refer to Figure 4-6 in the Guide for Development). A traffic signal will be installed and a signalized intersection will be created at this point. Direct access to Coachman Way or the frontage will not be provided via this signal.

11-26: Traffic - Impacts

Under the revised access plan, the only difference in mitigation measures between the 385,000 and 450,000 square-foot land use scenarios for the Auburn Commerce District is the addition of a

second left-turn lane on the westbound approach to the Auburn Boulevard/Van Maren Lane intersection. The second left-turn lane would be triggered by any square footage that equals or exceeds 425,000 square feet.

11-27: Biological Resources - Wetlands

Commentor requests a correction to the text regarding the requirement of a Corps of Engineers Section 404 permit. The second line on Page 4.7-7 has been revised as follows:

If necessary for the project, the ACOE Section 404 permit ~~would likely be granted under an~~ *is necessary under the Nationwide or individual permit process.*

11-28: General Plan – Zoning

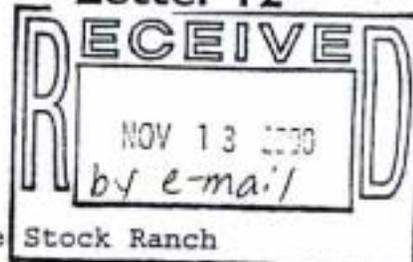
Commentor requests a correction to the text regarding allowed uses under MP zoning. The second line under the heading 1 “No Project” Alternative” on Page 61 has been revised as follows:

The portion of the project south of Arcade Creek would be developed with *industrial and office park* ~~business professional~~ (MP), shopping center (SC) and multi-family residential uses (RD-20).

Commentor also suggests that the EIR include a discussion of the proposed project in comparison to the uses that could be built today. The alternatives section provides a qualitative analysis of the alternatives. A comparison of the existing allowable development with the proposed project is not a requirement of analysis per CEQA. The discussion of alternatives contained in the EIR is sufficient to assist the decision-makers in selecting the alternative that would result in the least environmental impacts (refer to **Table 6.2** on page 6-4).

11-29: Alternatives

Commentor suggests that the EIR include a discussion of the entitlements and land use changes for each alternative. Such a discussion would not provide information that is necessary to the decision-makers in selecting an alternative, it has not been added to the discussion of alternatives. The alternatives section provides a qualitative analysis of alternatives to the proposed project.



Stock Ranch Development Project

The following are comments and concerns I have with the Stock Ranch Development Project.

1) Notice: On Monday, October 30th residents of Crosswoods were invited to a meeting to discuss this issue. I signed a sign in log with my name and address thinking I would be notified of upcoming meetings, I was never notified. Although the November 9th meeting was briefly mentioned, I did not hear the time of the meeting. Later I went to the Citrus Heights Internet site and looked for information on the meeting and could find nothing. In fact the last Planning Commission meeting listed on the site was on September 28, 2000. Since it was after 5 pm on the 9th when I tried to call and verify the meeting time/place, the offices were closed. I suggest that the site be updated and a link to the upcoming meetings be placed on the home page.

12-1

2) The maps of the proposed development site would place at least two very large businesses (Lowes and possibly a store like CostCo) and several smaller businesses (grocery stores, etc.) all on the Auburn Blvd. side of the Stock Ranch Property (North of Arcade Creek). The traffic studies also indicate that approximately 4,000 - 8,000 additional cars would be put on Auburn blvd as a result.

I drive Auburn blvd everyday to and from work in addition to personal business. The cars crossing Sylvan and going down Old Auburn bottleneck into one lane and the traffic backs up sometimes to the first entrance to Crosswoods. I have seen cars coming from Van Maren and reach the backup only to turn around and head back to Van Maren. The additional traffic will only worsen this problem and the Old Auburn blvd issue I do not believe is being addressed adequately. These are not cars turning right or left that would be affected by the proposed improvements to the intersection but cars that remain on Auburn and continue onto Old Auburn Blvd.

12-2

Look where others businesses of this type have been built. In Roseville, Home Depot and CostCo were built in commercial areas, there's a CostCo on Exposition and one in Rancho Cordova, all built in areas that do not affect local residents, somehow they figured out that these large stores generate too much traffic to be placed existing residential areas. If you go to the CostCo on Exposition, the turning pocket into the store isn't sufficient to accommodate the traffic there. Cars back up into the traffic lanes and block traffic. If the cars turning into the proposed Stock Ranch development were to back up in a similar pattern, I believe the cars would block the Carriage intersection and cause a backup onto Old Auburn.

If at the current traffic level cars back up and block what is the proposed entrance to the Stack Ranch Development, we will have

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gridlock with the additional cars and residents in the area will not be able to get out of their neighborhoods.

3) One-way right exits out of Stock Ranch Development; Although I understand the proposal, I believe this design will cause additional problems. We currently have two such turns very close to the development site, one at the Pizza/KFC exits and one at the Rite Aide exit onto Van Maren. I have personally seen cars travel the wrong way in traffic to make the left turns out of the driveways. Although I realize these are enforcement issues, I myself have called and reported this and have been told that the city is aware and they are trying to get the problem under control. I can personally vouch for the fact that it is not under control. I can sit at the Rite Aide exit almost any day of the week and see the illegal turns multiple times. In one instance the car was coming towards me on the wrong side of the street. At the KFC exit the car traveled quite a distance in the wrong direction, I was so surprised, as were the oncoming cars that I had to stop my car and watch the whole thing in amazement.

12-3

If we have enforcement problems now that we don't seem to be able to control, these two one-way exits will only cause more problems and safety issues.

4) Flooding; The developer would have to install retention reservoirs for the flood water, I believe they spoke about the study models predicting approximately 13.5 cubic acre feet of runoff directly caused by the development. The two proposed reservoirs would provide approximately 15 cubic acre-ft retention. The city then requested that in addition to just addressing the adverse affects of the development why not improve the situation and asked a private firm (Orin Bennett, MHN discussed this at the 10/30/00 Neighborhood meeting) to look at alternatives for 30 cubic acre ft retention. They did and one suggestion would destroy most of the Oak trees on the Crosswoods side of the property so this was not seen as a viable solution; the second suggestion would be on a site that would take up some "real estate" space that is proposed for one of the BIG BOX stores. This would cause the developer to scale back the amount of business that could occupy the site, possible only one big box store not two, so this was seen as not being a solution either.

12-4

From what I can tell, (this may be incorrect) but it looks like the city has now abandoned the idea of asking the developer to improve the flood situation with the 30-acre ft retention requirement. Somehow what was an important aspect to improve our community was easily given up when it would take up prime real estate. It is not uncommon that a city ask a developer to exceed the normal requirements as a condition of building, it is done all the time and especially since this piece of property has a tremendous impact on the flood situation and would negatively impact numerous residents in the area.

I believe we should re-visit the idea of requiring 30-cubic acre ft retention.

5) Size of Proposed Development; I believe approval of 450,000 sq feet of commercial development is not in the best interest of the city and of the neighboring residents. I realize that current zoning allows for a mixture of development and the owner has rights to development his property but due to the fact that Mr. Stock waited until residential surrounded his property, the city now has a greater responsibility to the existing residents.

12-5

Mr. Phillips (representative for Mr. Stock) provided some history on the Stock property and indicated that Mr. Stock was lead down the road by the county over other proposed developments that never can to fruition. As a land owner/business man, Mr. Stock was a voluntary participant in these negotiations and I don't believe this should be given consideration in the approval of this project.

In addition to the traffic issues, there will be homes on three sides of this development. We will have to endure the noise, the lights, the big delivery trucks and well as countless unforeseen problems that come with development of this size. This is not the same as building commercial/business and then building the homes, when the buyers of the homes can see what they are getting into. We as neighboring residents would expect that our city would protect our properties and allow development of a like kind or at least of a caliber that would eliminate or limit any negative affects on the surrounding area.

12-6

We were told that surveys were done and that there is a need in the community for these types of businesses. Yes, people that live miles away, and don't experience the day-to-day problems with Auburn Blvd. would support this development, but lets put it in their back yard and see how they feel.

12-7

6) Schools; There is also proposed residential development on the South Side of Arcade Creek. There will be no road that joins this with Auburn Blvd but a footbridge that crosses the creek. The schools are all on the Auburn Blvd. side. How would you like your young children walking through a BIG BUSINESS commercial area to get to school? I do not believe that the plan adequately addresses this issue.

12-8

Mr. Phillips indicated on 11/9/00, that they will make it look nice but there was nothing presented to assure the residents that what is proposed will be adequate.

7) Town Center - Birdcage Shopping Area; I believe a development of this size will negatively affect the Birdcage shopping area. The city has put a lot of effort into making this a success. I believe the area is doing OK but is not as vibrant as it could be. There is still retail space vacant and I do not believe the center could withstand a commercial development of this scale. I currently do shopping in the Town Centre and frequent the restaurants and many retails stores. With stores as Lowes and CostCo on the Stock Ranch Property I will no

12-9

longer need to shop the Town Centre and if I don't shop there I would probably not frequent the restaurants as there are restaurants proposed for the Stock Ranch Development.

I believe the city should limit the development at Stock Ranch so as not to negatively impact the Town Center shopping area.

8) Natural Habitat; I have concerns over the destruction it will cause to the natural habitat especially during the construction of the retention reservoirs. I have concerns that this issue has not been addressed adequately.

Please consider the following:

- > Limit the development to one big box store and several small retail stores, due to the location of the proposed site. | 12-11
- > The city should not approve drive through businesses and should not approve any gas stations on the site. | 12-12
- > I believe we already have sufficient home improvements stores in the area and the city should consider a store such as CostCo as an alternative. | 12-13
- > The city should require 30-acre ft floodwater retention for the site. | 12-14
- > Reconsider the traffic consequences and the effect on the surrounding neighborhoods and how will this affect Old Auburn Blvd. | 12-15

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2.0 RESPONSE TO COMMENTS

Letter 12 Darlene Sedlacek, City Resident

12-1: General Comment

Comment noted.

12-2: Traffic – Impacts

Both land use scenarios for the Auburn Commerce District resulted in significant impacts at the Auburn Boulevard/Sylvan Road intersection, which is the source of the bottleneck according to the comment. The City plans to improve this intersection within the next two years to increase its capacity and eliminate the weaving problem for westbound traffic on Auburn Boulevard departing the intersection. In addition, mitigation measures were identified for both project alternatives to pay for the construction of a second northbound left-turn lane at the Auburn Boulevard/Sylvan Road intersection to restore intersection operations back to “no-project” levels.

At the December 14, 2000 Planning Commission hearing, the Commissioners voted to modify the *Guide to Development* to include an access plan that includes a signalized driveway on Auburn Boulevard at Coachman Way (but not providing access to Coachman Way) and two unsignalized driveways. The signalized left-turn lane would include 350 feet of vehicle storage and the unsignalized left-turn lane at the eastern project driveway would include 250 feet of storage. As the attached memorandum shows, this amount of storage is adequate to accommodate projected queuing during peak periods assuming the Auburn Commerce District features 425,000 square feet of retail uses or less.

To mitigate the project's impact at the Auburn Boulevard/San Tomas Drive intersection, the project applicant would install a traffic signal. The traffic signal would provide motorists from Crosswoods and the adjacent neighborhood to the north with a protected crossing onto Auburn Boulevard, thereby improving their ability to enter and exit their neighborhood.

12-3: Traffic - Impacts

The preferred access plan includes two unsignalized driveways that would prohibit left-turn movements from the project site onto Auburn Boulevard. Unlike the Rite Aid and Kentucky Fried Chicken sites described in the comment, a continuous raised median would be constructed on Auburn Boulevard to physically prohibit left-turns from the two unsignalized driveways. Dual left-turn lanes would be provided from the signalized driveway onto Auburn Boulevard.

12-4: Hydrology - Flooding

The Guide for Development has increased the amount of on-site stormwater detention from 15.5 acre-feet identified in the DEIR to 20 acre-feet. This additional detention will provide an added factor of safety while mitigating the impacts of the proposed development on downstream properties. The 20 acre-feet volume of detention exceeds the minimum required volume of about 13.1 acre-feet that would be needed for mitigation to be achieved. The City hired a hydrologic engineer (Consultant) to determine whether the Stock Ranch property north of Arcade Creek could provide a facility with 30 acre-feet of detention storage. One drawback

was that it would likely require significant disruption of many of the oak trees and natural features on the site. The second drawback was the cost of purchasing land that could be used for development purposes. Based on these drawbacks, the Guide for Development proposes 20 acre-feet of detention storage.

12-5: Size of Planned Development

Commentor expresses an opinion that the proposed project is too large to be located near established residential development. The comment does not address the adequacy of the analysis of the EIR. The EIR will be used by the decision-makers in making a final determination on whether the project will be developed as well as how many square feet of retail will be included in the project. No further response is necessary.

12-6: Quality of Life

Commentor expresses concerns regarding traffic, noise, light, etc. These issues have been addressed in the EIR. The *Guide for Development* includes a variety of design features (i.e. the Development Standards and Guidelines) to reduce the issues identified (e.g. noise). The EIR also identifies mitigation measures, in addition to the design guidelines and development standards contained in the *Guide for Development*, where necessary to reduce the impacts to less than significant. The comment does not address the adequacy of the EIR analysis. No further response is required.

12-7: Quality of Life

Commentor expresses an opinion regarding problems with Auburn Boulevard. The comment does not address the adequacy of the EIR analysis. No further response is required.

12-8: Schools – Access to

Pedestrian circulation throughout the project site is discussed in the EIR on page 4.4-12. It states, "The pedestrian trail network is located within the open space corridors and connects both sides of Arcade Creek. A bridge will span Arcade Creek allowing pedestrian movement between the northern and southern portions of the site. This is an important linkage in that it contributes to the livability and pedestrian quality of the development and also improves 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 circulation for children walking to and from school.

Preliminary visual renderings of the project and photographs of proposed fixtures are provided in the *Guide for Development*. Obviously, the issue of whether the project will "look nice" is subjective. However, the aim of the Guide is to create an aesthetically pleasing project through the use of a variety of elements (e.g. lighting), treatments (e.g. paving) and landscaping.

12-9: Birdcage Mall- Impacts to

Commentor expresses an opinion regarding problems with Birdcage Shopping Center. The comment does not address the adequacy of the EIR analysis. No further response is required.

2.0 RESPONSE TO COMMENTS

12-10: Biological Resources – Impacts to

Care will be taken to minimize disruption to natural habitat during construction of the detention basins. To the extent that site development will be subject to provisions of the Clean Water Act, any regulated impacts will be appropriately mitigated.

The EIR addresses the potential impact due to construction of the detention basins including potential oak tree loss and wetland loss. **Impacts 4.9.3, 4.9.5, 4.9.6, 4.9.7, 4.9.10, and 4.9.11** address potential impacts to natural resources within the site including the detention basin areas. The mitigation measures associated with these potential impacts should mitigate impacts to natural resources in these areas to a less than significant level.

12-11: Size of Planned Development

Commentor expresses an opinion regarding the size of the project. The comment does not address the adequacy of the EIR analysis but is noted for the decision-makers consideration. No further response is required.

12-12: Type of Planned Development

Commentor expresses an opinion regarding locating drive-thru businesses and gas stations on the project site. The Guide for Development does not allow for these uses on the project site. No further response is required.

12-13: Type of Planned Development

Commentor expresses an opinion for consideration regarding the types of businesses that could be located on the site. The comment does not address the adequacy of the EIR analysis but is noted for the decision-makers consideration. No further response is required.

12-14: Hydrology - Flooding

The developer is only required to provide mitigation for the impacts of the proposed development.

12-15: Traffic – Impacts

Project impacts were analyzed at the Auburn Boulevard/Sylvan Road/Old Auburn Road intersection. In addition to planned improvements at this intersection, a project-specific mitigation was recommended at this intersection to mitigate the project's impacts. Potentially significant traffic impacts were identified on streets in the neighborhood directly north of the project site. To mitigate these impacts, the project applicant is required to implement a traffic-monitoring program and implement measures, as needed, to offset increases in traffic in the neighborhood.