+U.S. Department of Housing and Urban Development
San Francisco Regional Office
1 Sansome Street, Suite 1200
San Francisco, California 94104

Environmental Assessment

for HUD-Funded Proposals

Recommended format per 24 CFR 58.36, revised July 2023

Project Identification: Creekview Family Apartments North Project

Preparer: Raney Planning & Management, Inc.
Rod Stinson, Vice President/Air Quality Specialist

Responsible Entity: City of Roseville
311 Vernon Street
Roseville, CA 95678

Month/Year: August 2023

Environmental Assessment
Determinations and Compliance Findings for HUD-assisted Projects
24 CFR Part 58

Project Information

Project Name:	Creekview Family Apartments North Project
Responsible Entity:	City of Roseville 311 Vernon Street Roseville, CA 95678 Phone: (916) 774-5276
Grant Recipient (if different than Responsible Entity):	USA Properties Fund 3200 Douglas Boulevard, Suite 200 Roseville, CA 95661 Phone: (916) 773-6060
State/Local Identifier:	N/A
Preparer:	Raney Planning & Management, Inc. Rod Stinson, Vice President/Air Quality Specialist rods@raneymangement.com Phone: 916-372-6100 Fax: 916-419-6108
Certifying Officer Name and Title:	Jessica Lynch, Environmental Coordinator, City of Roseville
Consultant (if applicable)**:**	Raney Planning & Management, Inc.
Project Location:	3440 Westbrook Boulevard Roseville, CA 95747 Assessor's Parcel Number (APN): 496-620-006

Description of the Proposed Project [24 CFR 50.12 & 58.32; 40 CFR 1508.25]**:**

The following sections describe the project site location and the existing setting, as well as the components included as part of the Creekview Family Apartments North Project (proposed project).

Project Site Location, Existing Setting, and Surrounding Uses

The 5.2-acre project site, identified by APN 496-620-006, is located at 3440 Westbrook Boulevard in the City of Roseville, California (see Figure 1 and Figure 2). The project site, which is also located within the Creekview Specific Plan (CSP), is identified by the CSP as Parcel C-40. Currently, the site is undeveloped. However, the site has already undergone substantial disturbance, having been previously mass graded as part of site preparation activities of the CSP area. The project site is bound by Celebrate Drive to the north, Westbrook Boulevard to the west, and Pleasant Grove Creek to the south. Under-construction CSP residential development occurs to the south, across the creek; to the east, is a Medium-Density Residential (MDR) parcel identified as CSP Parcel C-22; and to the north, across Creekpark Drive is Parcel C-60, which is designated as Parks and Recreation (PR) by the CSP. The City of Roseville General Plan and CSP designate the site as High-Density Residential (HDR) and the site is zoned Multi-Family Housing (R3).

Proposed Project

The proposed project would include development of two, four-story residential buildings (Buildings A and B), consisting of a total of 168 units (see Figure 3). A total of 90 units would be affordable, with 48 units reserved for very low-income families (less than 50 percent of the Area Median Income [AMI] for Placer County) and 42 units reserved for low-income families (50 to 80 percent of the AMI for Placer County). Of the unit total, 57 units would be one-bedroom units, each measuring 570 square feet (sf); 69 units would be two-bedroom units, ranging from 758 sf to 918 sf; and the remaining 42 units would be three-bedroom units, ranging from 1,029 sf to 1,102 sf.

Additionally, Building B would include a leasing/recreation center, comprised of two offices, a lobby area, a community room; and a fitness room (see Figure 4). Outdoor amenities would include a covered dial-a-ride waiting area and 10,115 sf of common outdoor open space, which would be provided in lieu of private outdoor space and include a play area for children and teenagers, an outdoor community space with picnic tables and barbeque grills, and a dog relief area (see Figure 5). The site would be secured through a new masonry wall along the eastern site boundary and a six-foot-tall open tube black steel fence along the southern site boundary.

Site access would be provided by a paved street (Westbrook Boulevard) and a 27-foot-wide driveway extending west into the project site. Secondary access by way of a second 27-foot-wide driveway would be located off of Celebrate Drive in the northeast corner of the project site. With respect to parking, a total of 291 vehicle surface parking spaces would be provided on-site, including 10 spaces designed in compliance with the Americans with Disabilities Act (ADA), as well as nine motorcycle parking spaces and 10 bicycle parking spaces.

Figure 1
Regional Project Location

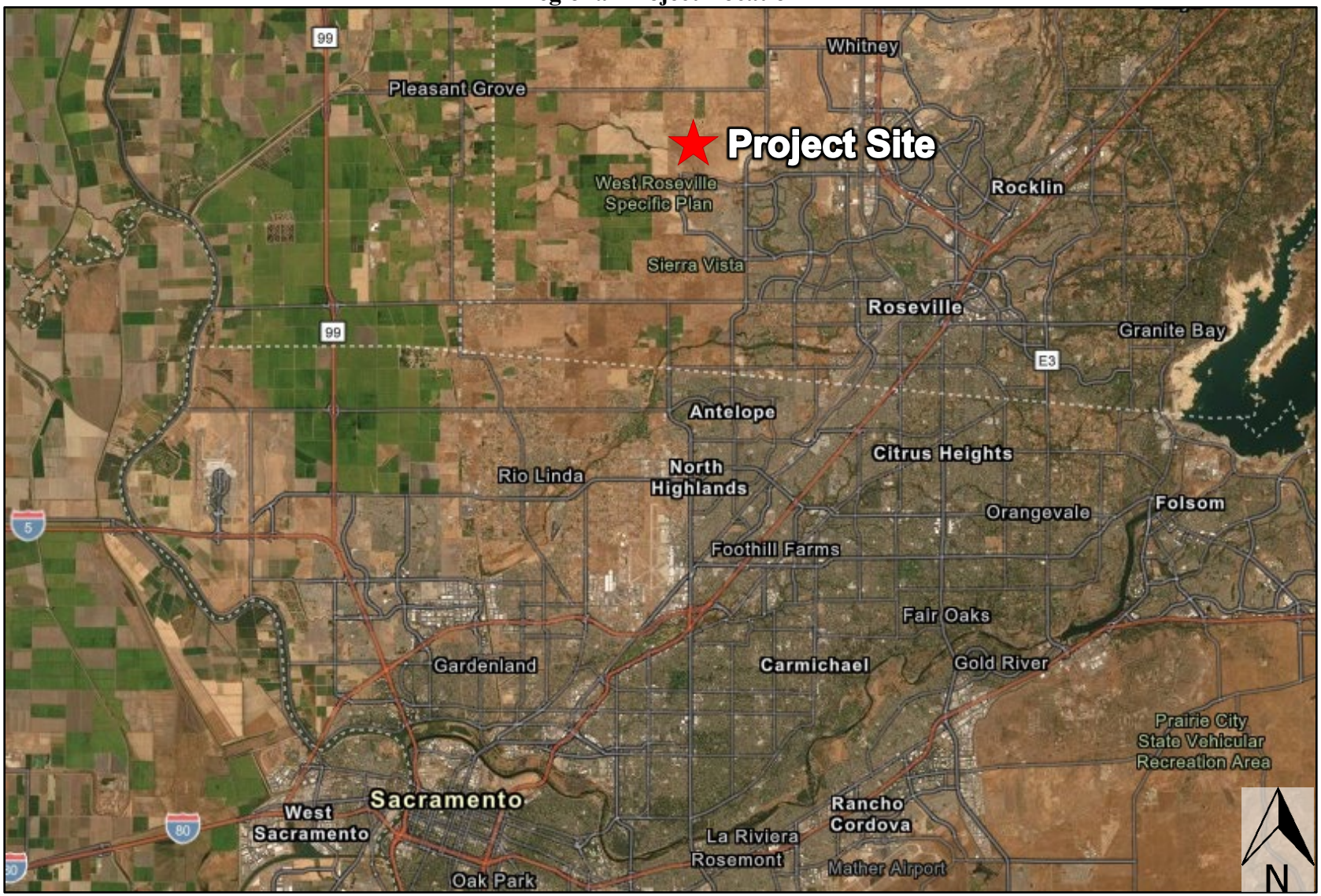
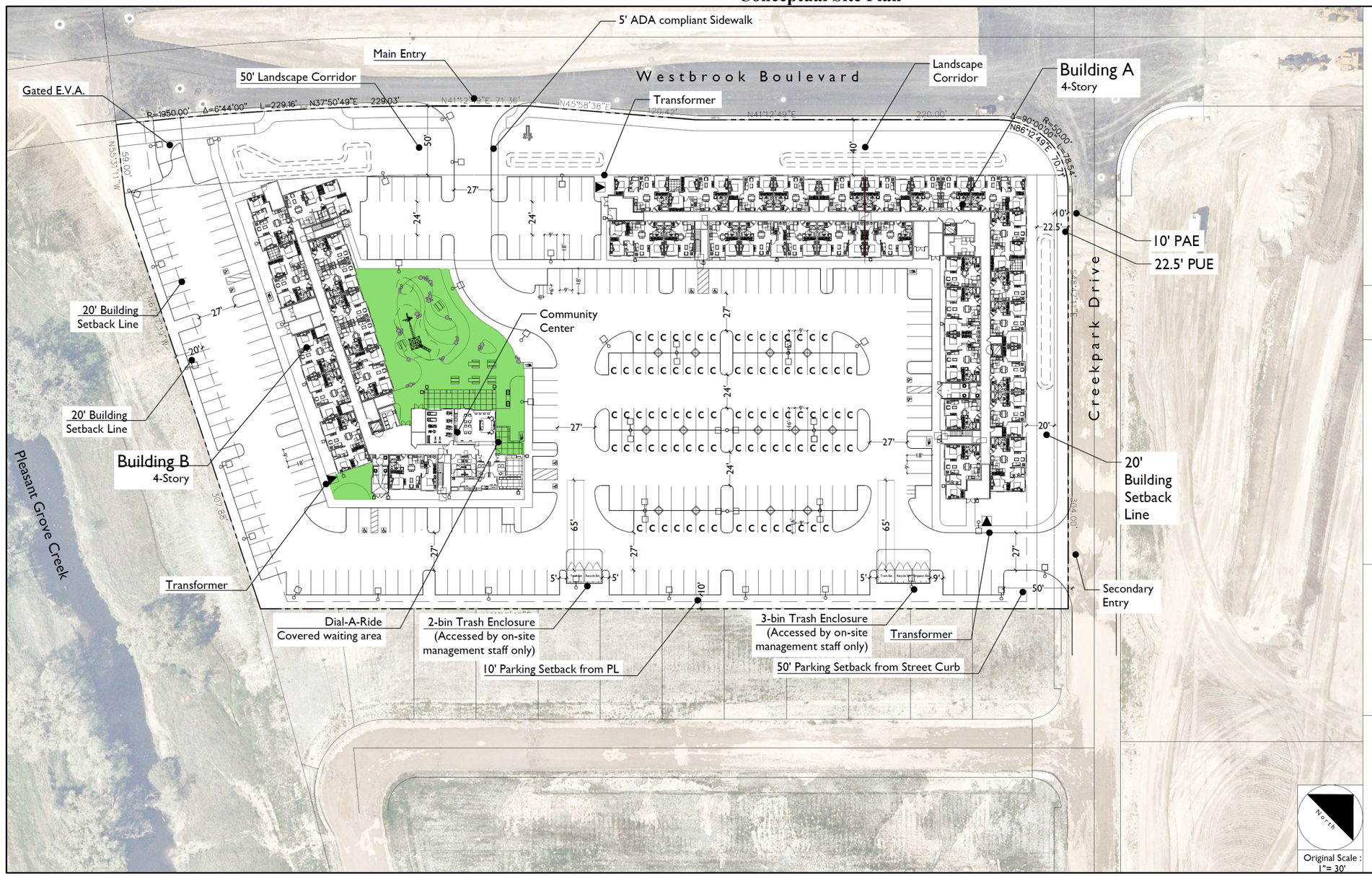


Figure 2
Project Site Boundaries

Note: Project site boundaries are approximate.

Figure 3
Conceptual Site Plan



Site Summary:

Creekview Specific Plan Parcel C-40
Land Use Designation: HDR
Zoning: R3

Total Units : 168
1-Bed. Units
1 Bd. 1 Ba. : 57 (34%)

2-Bed. Units : 69 (41%)
2 Bd. 1 Ba. : 36
2 Bd. 2 Ba. : 33

3-Bed. Units
3 Bd. 2 Ba. : 42 (25%)

Site Area : ± 5.27 Acres
Density : ± 31.9 Units/Acre

Parking Required :
State Density Bonus Law (65915(p))
Parking Standard
1bd. units : 57 x 1 = 57
2bd. units : 69 x 1.5 = 104
3bd. units : 42 x 1.5 = 63
Total Parking Required = 224 (1.33:1)

Parking Provided :
291 Vehicle Parking Spaces (1.73:1)
9 Motorcycle Parking Spaces
10 Bicycle Parking Spaces

Accessible Stalls Provided : 10

Vehicle Parking Stall Dimensions :
9' x 18' Standard Stalls : 204
9' x 16' Compact Stalls : 87 (29.9%)

Motorcycle Parking Stall Dimensions :
3' x 6' Stalls : 9

Private Outdoor Open Space Required : 168 Units x 40 sq.ft. = 6,720 sq.ft.

Common Outdoor Open Space Provided to substitute for Private Outdoor Open Space requirement : 10,115 sq.ft. (60 sq.ft./unit)

Figure 4
Preliminary Recreation Center Floor Plan

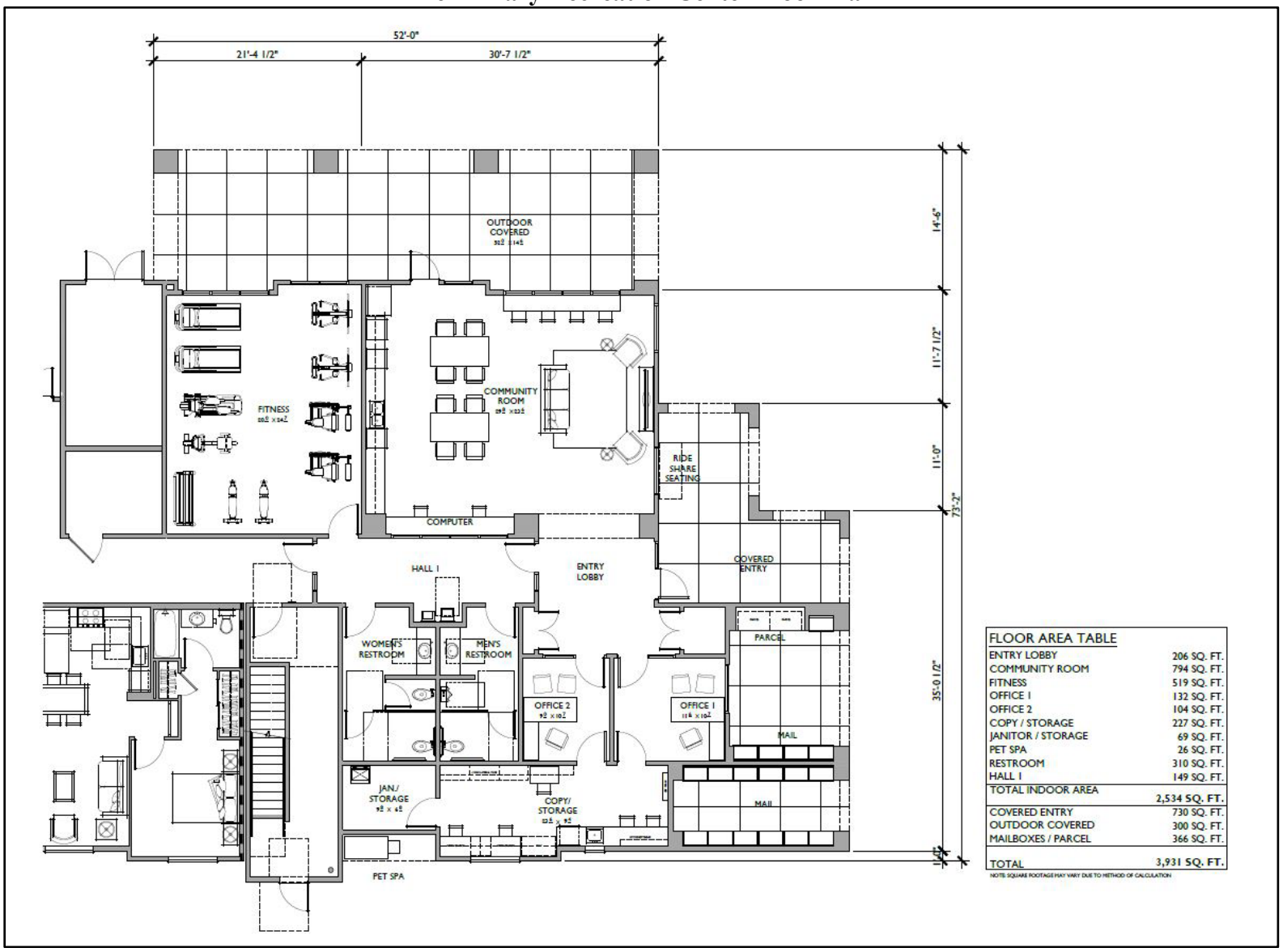


Figure 5
Preliminary Landscaping Plan

In addition, bicycle racks to accommodate 10 bicycles would be installed at various locations within the project site.

Water and sewer services would be provided to the project site by the City of Roseville through connections to the existing utility infrastructure in the immediate project vicinity. From the existing 24-inch water lines in Westbrook Boulevard and Celebrate Drive, new eight- and 12-inch water lines would be extended into the project site, to which the proposed residences would connect by way of new laterals. Similarly, from the 16-inch sewer line in Westbrook Boulevard and the 12-inch sewer line in Celebrate Drive, a new eight-inch sewer line would be extended into the site, to which the proposed residences would connect through new laterals (see Figure 6). With respect to storm drain drainage facilities, the proposed project would include installation of drop inlets that would convey flows to a new 12-inch line located in the central parking area of the site. Flows would then be conveyed to the existing 60-inch line in Westbrook Boulevard. Areas proposed for landscaping along the northern and western site boundaries would also include bio-retention facilities to allow for preliminary treatment of flows, prior to discharging to the City's existing storm drainage system in Westbrook Boulevard and Celebrate Drive.

Statement of Purpose and Need for the Proposal [40 CFR 1508.9(b)]:

According to the California Department of Finance, the population total for the City of Roseville in 2020 was 145,163. The City's population has risen steadily over the last ten years, increasing 22.2 percent from 118,788 in 2010. Roseville's population growth began in the late 1980s, due mainly to a strong economy and development in the City's specific plan areas.[1]

The purpose of the proposed project is to help satisfy increased demand within Roseville for affordable housing. According to the Regional Housing Needs Assessment (RHNA) for the Sacramento Area Council of Governments (SACOG), the City is expected to need 3,855 very low-income housing units, 2,323 low-income housing units, 1,746 moderate income housing units, and 4,142 above moderate-income units during the 2021-2029 planning period.[2] The proposed project would add 90 affordable units for households earning less than 50 percent or 50 to 80 percent AMI to assist in achieving the City's RHNA goals.

Furthermore, the 2021 City of Roseville Housing Element includes several goals and policies related to affordable housing. Specifically, Goal H1.1 aims to "Provide decent, safe, inclusive, and affordable housing in sufficient quantities for all economic segments of the community." Goal H1.2 is to "Ensure that all segments of the Roseville community actively work together to provide affordable housing." By providing quality, affordable housing in a newly developed area, the proposed project would further the aforementioned goals.

The applicant is seeking funding assistance through the U.S. Department of Housing and Urban Development (HUD) Section 8 Project-Based Vouchers Program. The National Environmental Policy Act (NEPA) mandates that federal agencies consider the environmental ramifications of a wide variety of proposed actions. Due to funding from federal sources, the proposed project is subject to environmental review under NEPA.

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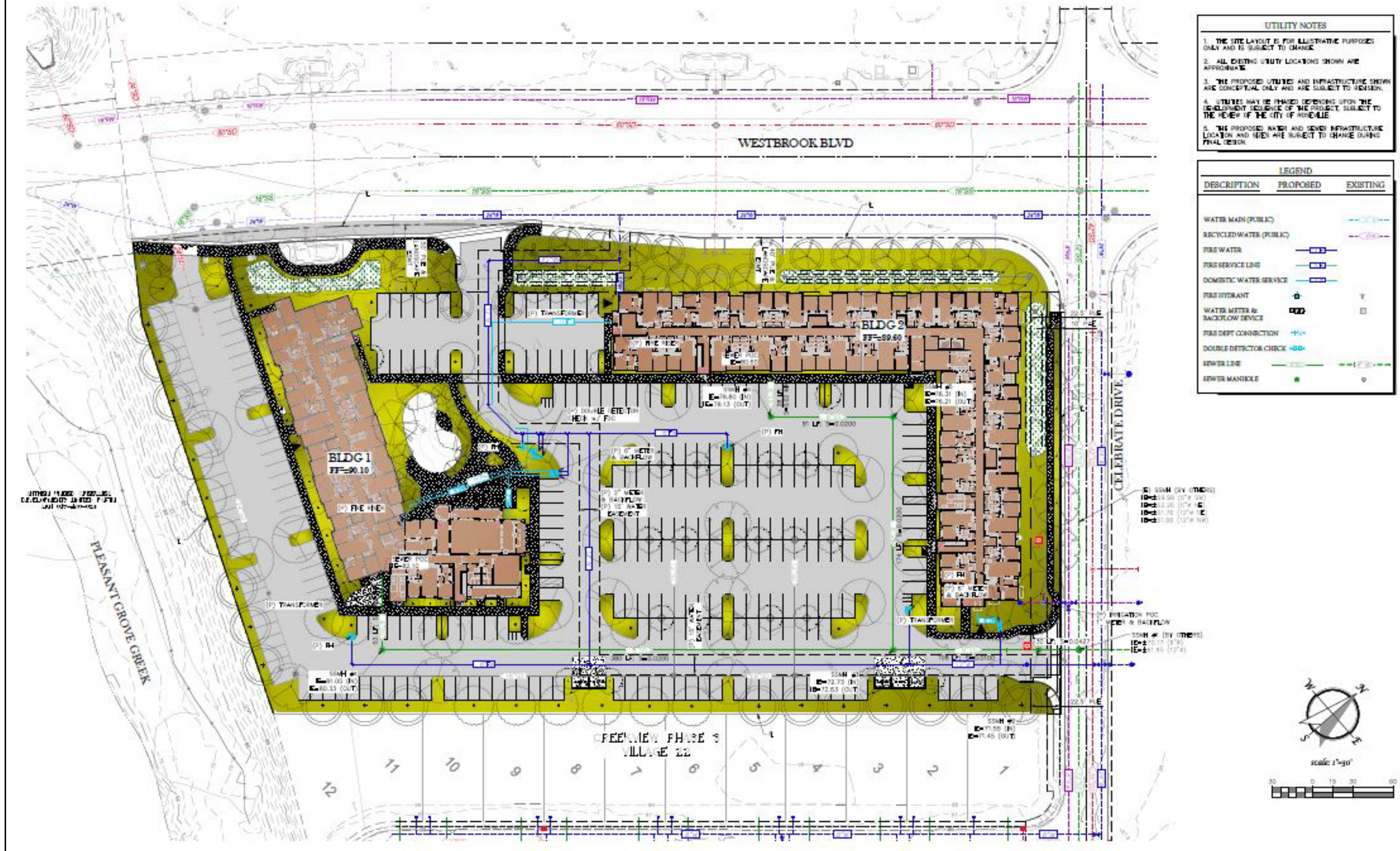
1 City of Roseville. *2021 Housing Element.* August 2021.

2 Sacramento Area Council of Governments. *SACOG Regional Housing Needs Plan Cycle 6 (2021-2029)*. March 2020.

Figure 6
Preliminary Utility Plan



Because implementation of the proposed project has the potential to result in environmental impacts on the project site, the preparation of an Environmental Assessment is required.

Existing Conditions and Trends [24 CFR 58.40(a)]:

The following sections describe the existing site conditions, as well as the flood hazard, surface water, and groundwater conditions associated with the project site.

Existing Conditions

The project site is comprised of an approximately 5.2-acre parcel identified by the CSP as Parcel C-40. The project site is vacant, but has been previously graded and approved for development as part of the CSP, which was adopted in September 2012 by the City of Roseville and includes 501 acres of land to be developed as a residential-based master-planned community over a 20-year timeline. Drainage from the project area generally flows towards Pleasant Grove Creek. Several roadways in the project vicinity associated with the CSP are in various stages of construction. The closest airport to the project site is Lincoln Regional Airport, located approximately 7.5 miles north of the project site (see Figure 7).

Flood Hazard, Surface Water, and Groundwater Conditions

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) 06061C0920H, effective November 2, 2018, the project site is adjacent to a Special Flood Hazard Area (SFHA). However, the entirety of the project site is within Zone X, which is identified as an Area of Minimal Flood Hazard (see Figure 8). Thus, the project site is not located within a SFHA.

According to the U.S. Fish and Wildlife Service's (USFWS) National Wetlands Inventory (NWI), aquatic resources of any kind are not located on-site. The nearest surface water source to the project site is Pleasant Grove Creek, which is a riverine system located approximately 133 feet south of the project site (see Figure 9). The NWI classifies the creek as R4SBC, which denotes that the wetland is riverine (R), intermittent (4), a streambed (SB), and seasonally flood©(C).

The project site is located 88.56 miles from the Coastal Zone Boundary (see Figure 10) and is located approximately 120 miles northwest of the nearest sole source aquifer, Santa Margarita Aquifer, Scotts Valley Streamflow Source Zone (see Figure 11). The nearest designated Wild and Scenic River to the project site is the American River, located approximately 12.5 miles to the south of the site (see Figure 12).

Figure 7
Nearest Airport to the Project Site

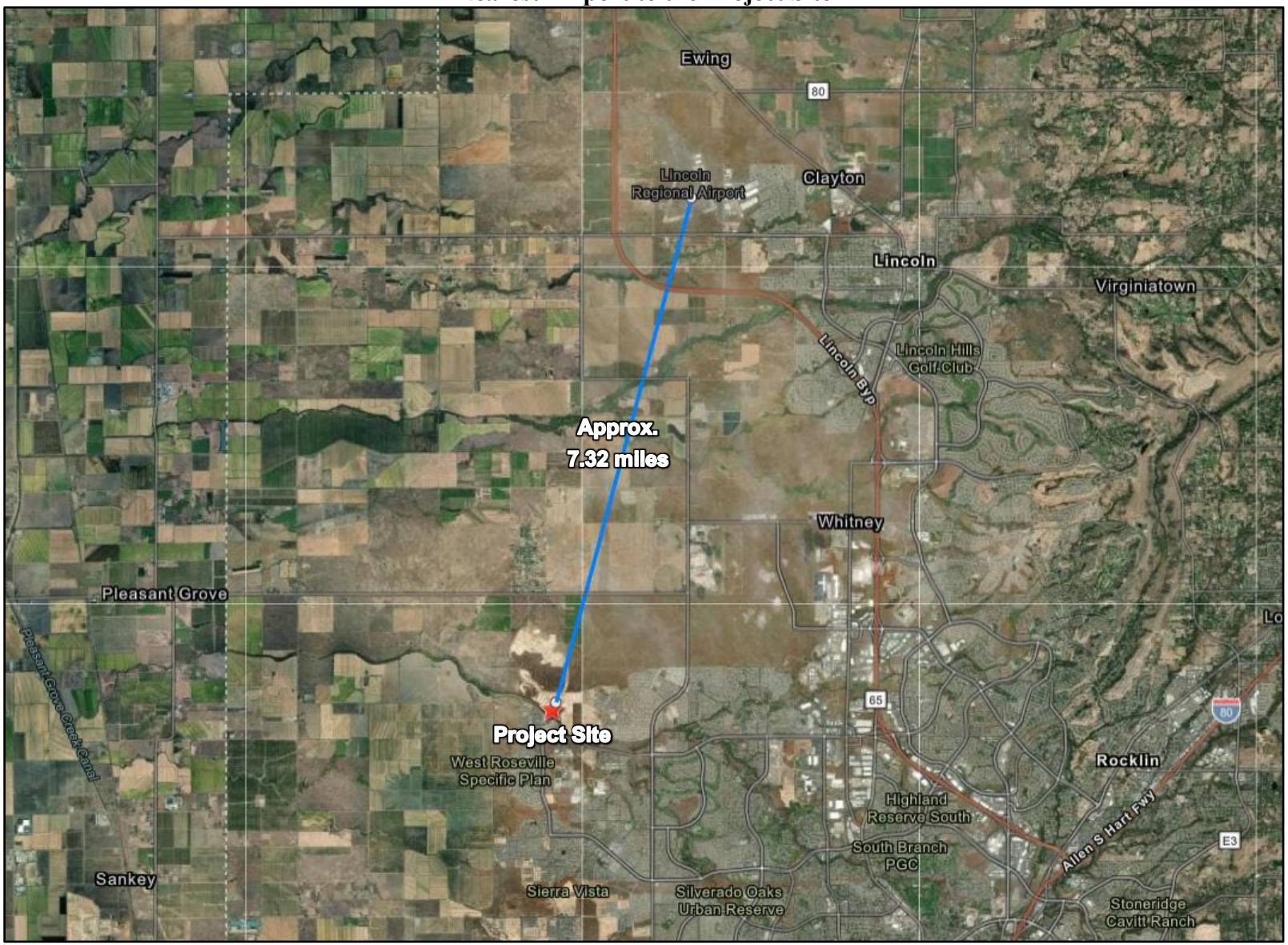


Figure 8
FEMA Flood Map

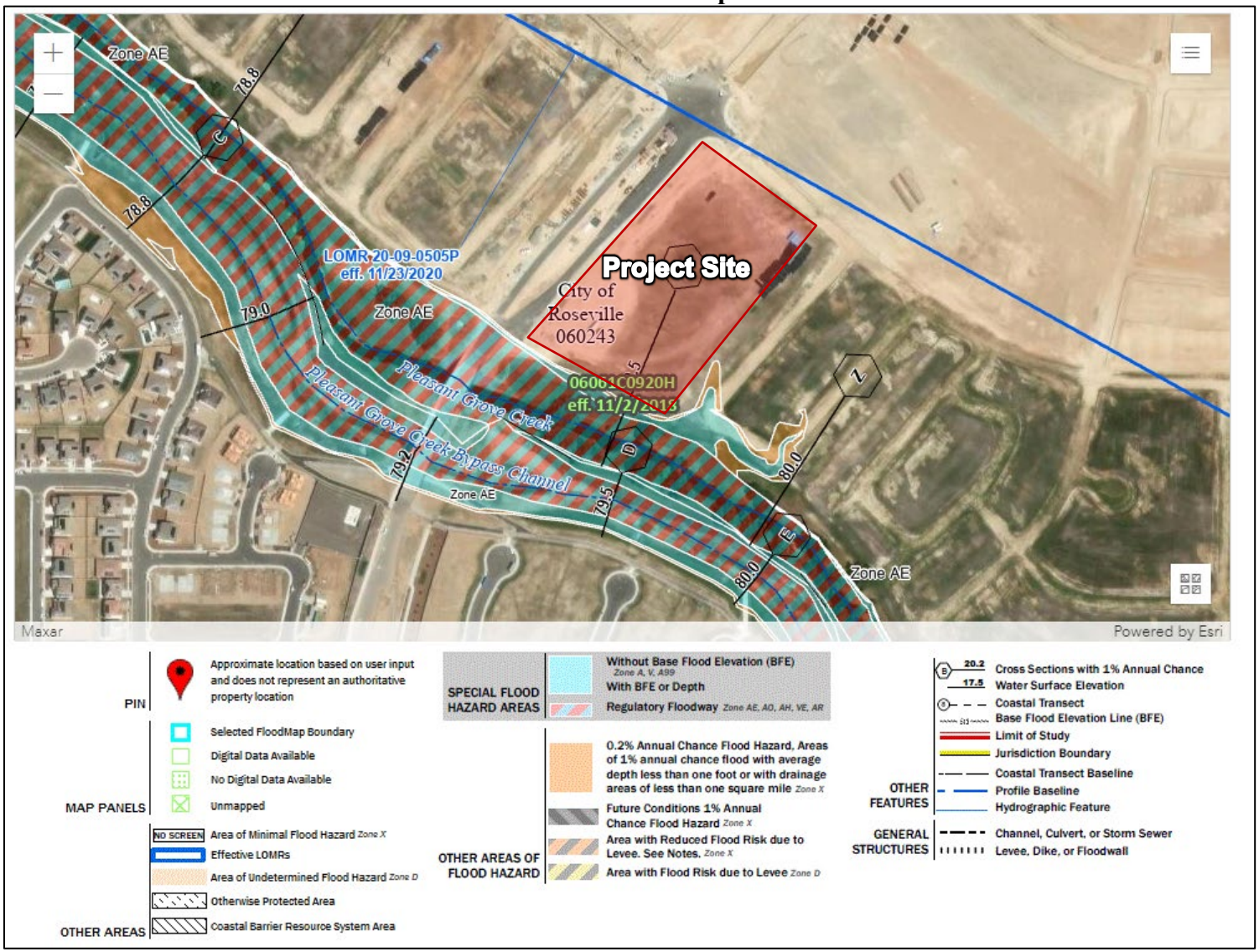
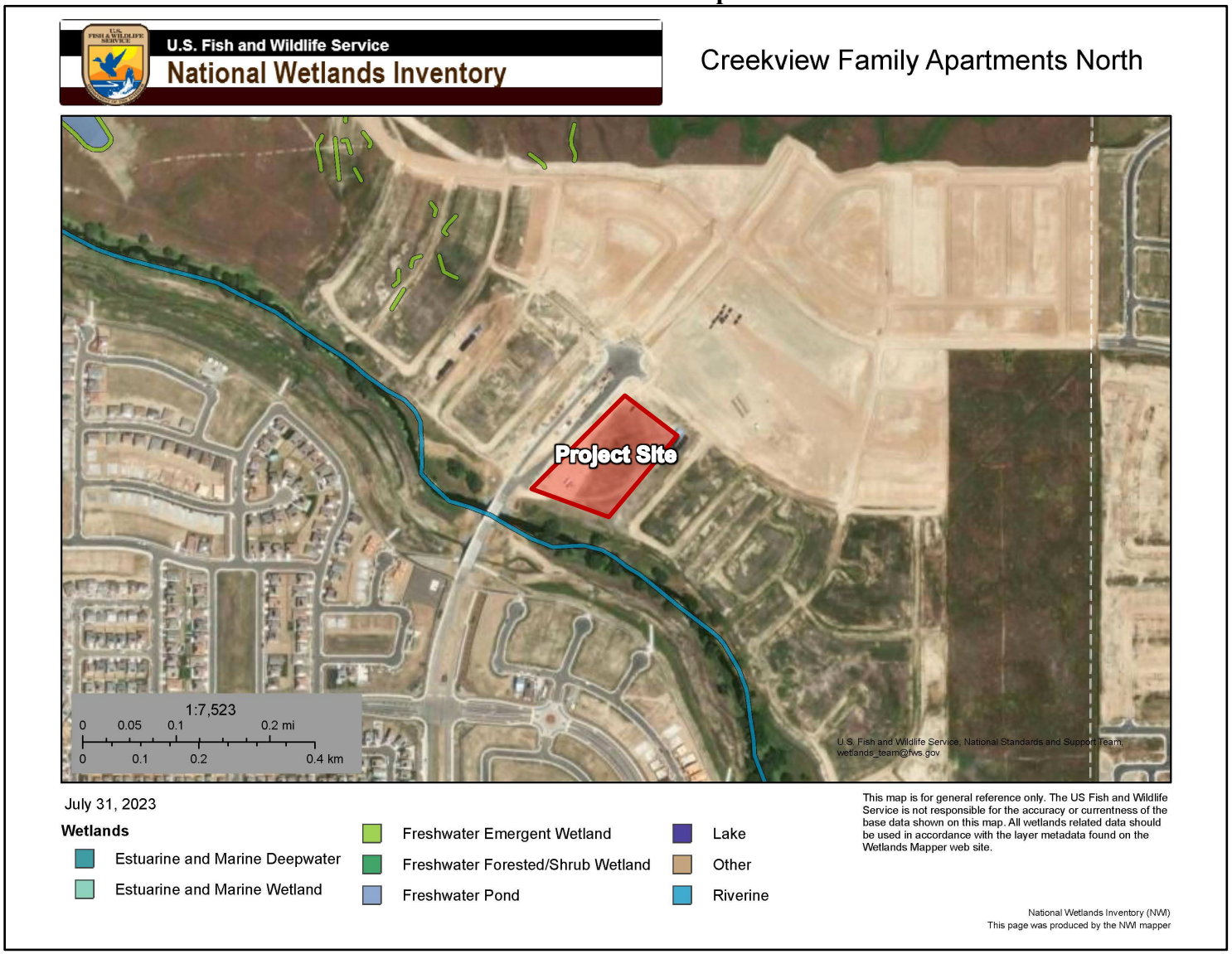
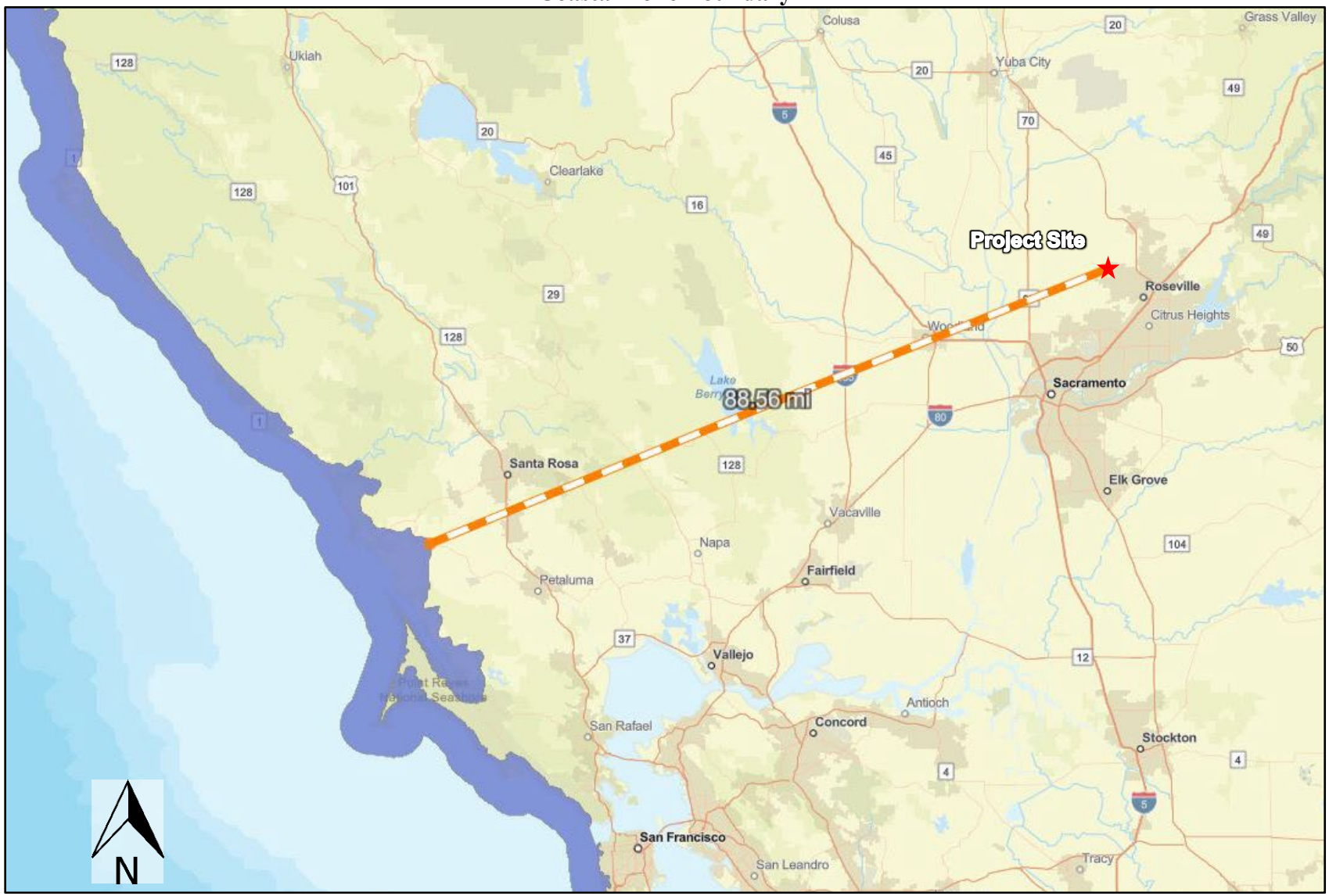


Figure 9
NWI Wetlands Map



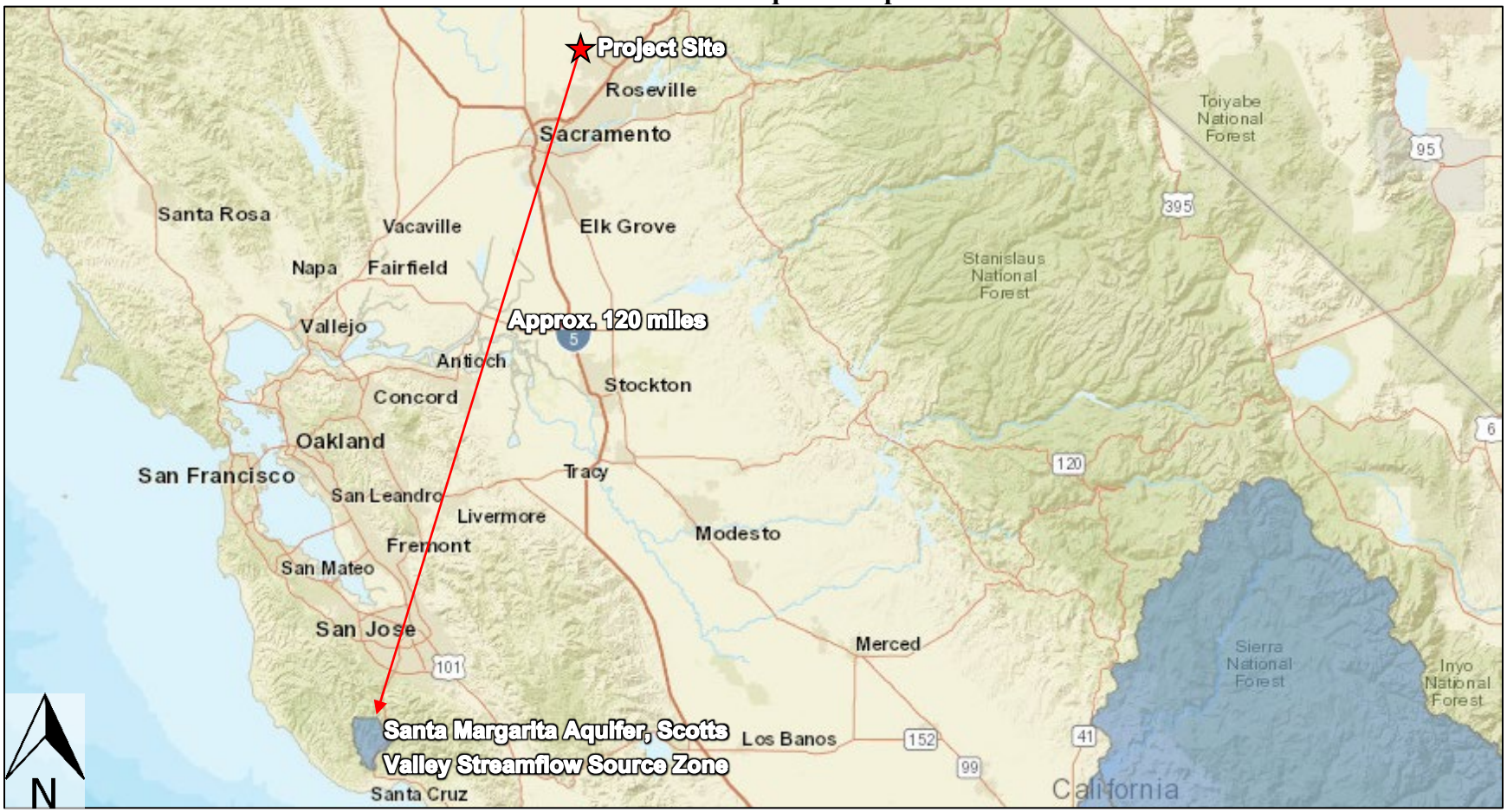
Source: U.S. Fish and Wildlife Service, National Wetlands Inventory, July 2023.

Figure 10
Coastal Zone Boundary



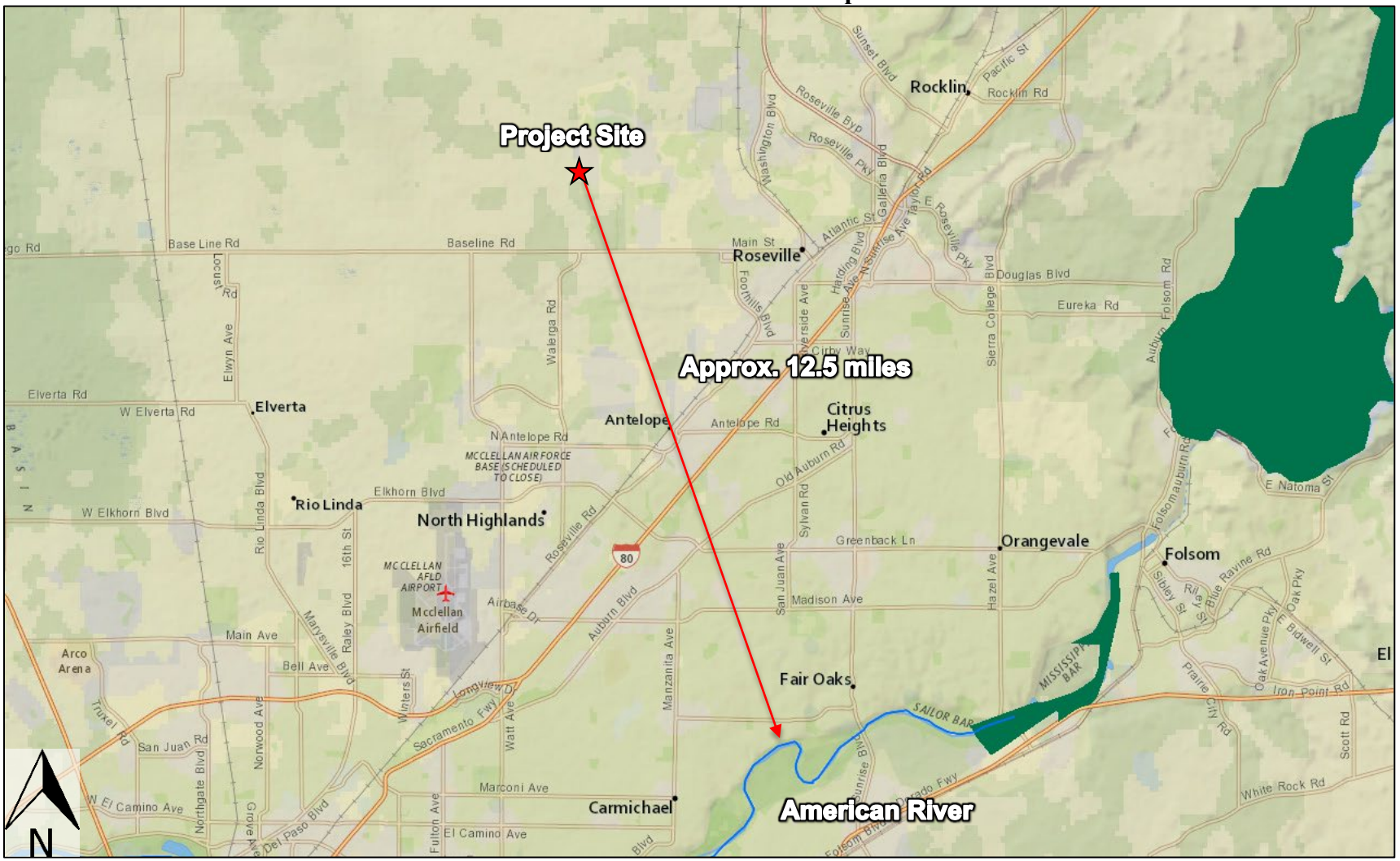
Source: California Department of Fish and Wildlife, BIOS, July 2023.

Figure 11
Sole Source Aquifer Map



Source: U.S. Environmental Protection Agency, Sole Source Aquifers, June 2023.

Figure 12
Wild and Scenic Rivers Map



Source: US Forest Service, National Wild and Scenic Rivers System, June 2023.

Funding Information

Estimated Total HUD Funded Amount:

$4,131,096.34 (Project-Based Vouchers)

Estimated Total Project Cost (HUD and non-HUD funds) [24 CFR 58.32(d)]**:**

The estimated total development cost for the proposed project is $71,400,000, $4,131,096.34 of which would be funded through Section 8 Project-Based Vouchers, administered through HUD over a 20-year commitment.

Compliance with 24 CFR 50.4, 58.5, and 58.6 Laws and Authorities

Record below the compliance or conformance determinations for each statute, executive order, or regulation. Provide credible, traceable, and supportive source documentation for each authority. Where applicable, complete the necessary reviews or consultations and obtain or note applicable permits of approvals. Clearly note citations, dates/names/titles of contacts, and page references. Attach additional documentation as appropriate.

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 and 58.6		
Airport Hazards 24 CFR Part 51 Subpart D	Yes ☐ No ☒	The nearest public airport to the site is the Lincoln Regional Airport, located approximately 7.5 miles to the north. Thus, the project site is not located within 2,500 feet of a civilian airport. The nearest military airport is the Beale Air Force Base, located approximately 21.5 miles north of the project site. Thus, the project site is not located within 15,000 feet of a military airport. Therefore, the project site is not within a Runway Protection Zone/Clear Zone or an Accident Potential Zone, as defined in 24 CFR 51 D. Based on the above, impacts regarding Airport Clear Zones and/or Accident Potential Zones would not occur. Document Citation AirNav.com. *Lincoln Regional Airport/Karl Harder Field*. Available at: https://www.airnav.com/airport/KLHM. Accessed June 2023. (Appendix E). AirNav.com. *Beale Air Force Base*. Available at: http://www.airnav.com/airport/BAB. Accessed June 2023. (Appendix E).
Coastal Barrier Resources Coastal Barrier Resources Act, as amended by the Coastal Barrier Improvement Act of 1990 [16 USC 3501]	Yes ☐ No ☒	The Coastal Barrier Resources Act (CBRA) of 1982 designated relatively undeveloped coastal barriers along the Atlantic and Gulf coasts as part of the John H. Chafee Coastal Barrier Resources System (CBRS), and made these areas ineligible for most new federal expenditures and financial assistance. The Coastal Barrier Improvement Act (CBIA) of 1990 reauthorized the CBRA; expanded the CBRS to include undeveloped

		coastal barriers along the Florida Keys, Great Lakes, Puerto Rico, and U.S. Virgin Islands; and added a new category of coastal barriers to the CBRS called "otherwise protected areas" (OPAs). OPAs are undeveloped coastal barriers that are within the boundaries of an area established under federal, state, or local law, or held by a qualified organization, primarily for wildlife refuge, sanctuary, recreational, or natural resource conservation purposes. The project site is not located in the vicinity of the Atlantic, Gulf, or Great Lakes coasts or within the areas expanded by the CBIA in 1990 (see Figure 10). Therefore, the proposed project would not be subject to either the CRBA or the CBIA. <u>Document Citation</u> U.S. Fish & Wildlife Service. *Coastal Barrier Resources Act.* Available at: https://www.fws.gov/program/coastal-barrier-resources-act. Accessed June 2023. (Appendix E).
Flood Insurance Flood Disaster Protection Act of 1973 and National Flood Insurance Reform Act of 1994 [42 USC 4001-4128 and 42 USC 5154a]	Yes ☐ No ☒	The Flood Disaster Protection Act of 1973 (42 USC 4012a) requires that projects receiving federal assistance and located in an area identified by the FEMA as being within a SFHA be covered by flood insurance under the National Flood Insurance Program. According to the FEMA FIRM 06061C0920H, effective November 2, 2018, the project site is adjacent to a SFHA, as FEMA designates Pleasant Grove Creek and its associated riparian corridor as Zone AE, which is a regulatory floodway. However, none of the project site encroaches into the SFHA. In addition, the proposed project would not include construction of structures immediately adjacent to the southern site boundary, the nearest portion of the site to the SFHA, which would ensure that the proposed residences include an additional setback distance from the creek. Furthermore, the proposed project would include installation of new storm drain lines and bio-retention facilities designed in compliance with the applicable provisions of the Roseville Design and Construction Standards. The aforementioned facilities would further

		reduce the potential for flooding impacts from occurring on-site. Based on the above, the proposed project would not require coverage under the National Flood Insurance Program, and conflicts with the Flood Disaster Protection Act and the National Flood Insurance Reform Act would not occur. Document Citation Federal Emergency Management Agency. *Flood Insurance Rate Map 06061C0936H.* Available at: https://msc.fema.gov/portal/home. Accessed July 2023. (Figure 8).
STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 & 58.5		
Clean Air Clean Air Act, as amended, particularly section 176(c) & (d); 40 CFR Parts 6, 51, 93	Yes ☐ No ☒	The City of Roseville, including the project site, is located within the boundaries of the Sacramento Valley Air Basin (SVAB) and under the jurisdiction of the Placer County Air Pollution Control District (PCAPCD). Pollutants for which air quality standards have been established are called "criteria" air pollutants. Major criteria air pollutants include ozone precursors – reactive organic gases (ROG) and nitrous oxides (NO_X) – carbon monoxide (CO), respirable or suspended particulate matter less than 10 microns in diameter (PM_{10}), and fine particulate matter less than 2.5 microns in diameter ($PM_{2.5}$). The SVAB area is designated as nonattainment for the federal 8-hour ozone standard and the federal 24-hour $PM_{2.5}$ standard, and attainment or unclassified for all other federal criteria pollutant standards. The SVAB area is designated as nonattainment for the State 1-hour ozone, 8-hour ozone, and PM_{10} standards, and attainment or unclassified for all other State standards. The Clean Air Act requires each state to prepare an air quality control plan referred to as a State Implementation Plan (SIP). The SIPs are modified periodically to reflect the latest emissions inventories, planning documents, and rules and regulations of the air basins, as reported by their jurisdictional agencies. Due to the nonattainment designations, PCAPCD, along with the other air districts in the SVAB region, periodically prepares and updates

air quality plans that provide emission reduction strategies to achieve attainment of the federal ambient air quality standards (AAQS), including control strategies to reduce air pollutant emissions through regulations, incentive programs, public education, and partnerships with other agencies. General conformity requirements of the regional air quality plan include whether a project would cause or contribute to new violations of any AAQS, increase the frequency or severity of an existing violation of any AAQS, or delay timely attainment of any AAQS. In order to evaluate ozone and other criteria air pollutant emissions and support attainment goals for those pollutants that the area is designated nonattainment, the PCAPCD has adopted recommended thresholds of significance for emissions of PM_{10} and the ozone precursors ROG and NO_X. On October 13, 2016, the PCAPCD adopted updated thresholds of significance for the aforementioned pollutants. The adopted thresholds of significance for criteria pollutant emissions are presented in Table 1 in pounds per day (lbs/day).

Table 1
PCAPCD Thresholds of Significance (lbs/day)

Pollutant	Construction	Operational
ROG	82	55
NO_X	82	55
PM_{10}	82	82

Source: PCAPCD, 2016.

In order to compare the proposed project's associated emissions to the thresholds of significance, the proposed project's short-term construction-related and long-term operational emissions were estimated using the California Emissions Estimator Model (CalEEMod) version 2022 software – a statewide model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify air quality emissions, including greenhouse gas (GHG) emissions, from land use projects. The model applies inherent default values for various land uses, including trip generation rates based on the Institute of Transportation Engineers (ITE) Manual, vehicle mix, trip length, average speed, etc. Where project-specific data was available, such data was input into the model (e.g., construction phases

and timing, energy efficient design features, etc.). All project modeling results are included as Appendix A.

Construction Emissions

According to the CalEEMod results, the proposed project would result in maximum unmitigated construction emissions as shown in Table 2.

Table 2
Maximum Unmitigated Construction Emissions (lbs/day)

Pollutant	Project Emissions	Threshold of Significance
ROG	7.95	82
NO_X	36	82
PM_{10}	21.4	82

Source: CalEEMod, July 2023.

As presented in the table, emissions of ROG, NO_X and PM_{10} would be below the applicable air quality thresholds set forth by the PCAPCD, and impacts related to criteria air pollutant emissions would not occur during project construction.

Operational Emissions

According to the CalEEMod results, the proposed project would result in maximum unmitigated operational criteria air pollutant emissions as shown in Table 3.

Table 3
Maximum Unmitigated Operational Emissions (lbs/day)

Pollutant	Project Emissions	Threshold of Significance
ROG	10	55
NO_X	5.32	55
PM_{10}	6.91	82

Source: CalEEMod, July 2023.

Based on the above, the proposed project would result in emissions during operations below the applicable PCAPCD thresholds of significance, and impacts related to criteria air pollutant emissions would not occur during project operations.

		Cumulative Emissions Due to the dispersive nature and regional sourcing of air pollutants, air pollution is largely a cumulative impact. The nonattainment status of regional pollutants, including ozone and PM, is a result of past and present development, and, thus, cumulative impacts related to these pollutants could be considered cumulatively significant. The PCAPCD recommends using the region's existing attainment plans as a basis for analysis of cumulative emissions. If a project would interfere with an adopted attainment plan, the project would inhibit the future attainment of AAQS and, thus, result in a cumulative impact. As discussed above, the PCAPCD's recommended thresholds of significance for ozone precursors and PM_{10} are based on attainment plans for the region. Thus, the PCAPCD concluded that if a project's ozone precursor and PM_{10} emissions would be less than PCAPCD project-level thresholds, the project would not be expected to conflict with any relevant attainment plans, and would not result in a cumulatively considerable contribution to a significant cumulative impact. As a result, the PCACPD's established operational phase cumulative-level emissions thresholds are identical to the operational thresholds identified above, in Table 1. As shown in Table 3, operational emissions would be below the PCAPCD's project-level thresholds, and, thus, would be below the PCAPCD's cumulative-level thresholds as well. Accordingly, a cumulatively considerable impact related to emissions of criteria pollutants would not occur. Toxic Air Contaminants Toxic air contaminants (TACs) are a category of environmental concern as well. The California Air Resources Board's (CARB's) *Air Quality and Land Use Handbook: A Community Health Perspective* (Handbook) provides recommendations for siting new sensitive land uses near sources typically associated with significant levels of TAC emissions, including, but not limited to, freeways and high traffic roads, distribution centers, and rail yards. The CARB

		has identified diesel particulate matter (DPM) from diesel-fueled engines as a TAC; thus, high volume freeways, stationary diesel engines, and facilities attracting heavy and constant diesel vehicle traffic are identified as having the highest associated health risks from DPM. Health risks from TACs are a function of both the concentration of emissions and the duration of exposure. Health-related risks associated with DPM in particular are primarily associated with long-term exposure and associated risk of contracting cancer. The proposed project would not involve long-term operation of any stationary diesel engine or other major on-site stationary source of TACs. Emissions of DPM resulting from construction-related equipment and vehicles are minimal and temporary, and would be regulated by CARB's In-Use Off-Road Diesel Vehicle Regulation. In addition, the residential nature of the proposed project would not be expected to generate a substantial number of diesel-fueled vehicles. As an example, the CARB's Handbook includes distribution centers with associated diesel truck trips of more than 100 trucks per day as a source of substantial TAC emissions. The proposed project would not generate 100 diesel truck trips per day. In order to evaluate potential exposure to DPM, the CARB recommends the evaluation of emissions when a freeway or high-traffic roadway, defined as an urban roadway experiencing over 100,000 vehicles per day or a rural roadway experiencing over 50,000 vehicles per day, is located within 500 feet of sensitive receptors. The project site is located approximately 4.55 miles from the nearest freeway, State Route (SR) 65. In addition, Blue Oaks Boulevard, which may be considered a high-traffic roadway, is located approximately 2,000 feet south of the project site. Thus, an evaluation of the risks associated with on-site exposure to DPM from traffic is not warranted. <u>Conclusion</u> Based on the above, implementation of the proposed project would not result in any conflicts related to the Clean Air Act.

		Document Citation Placer County Air Pollution Control District. *CEQA Air Quality Handbook*. November 21, 2017. (Appendix E). California Air Resources Board. *Air Quality and Land Use Handbook: A Community Health Perspective.* April 2005. (Appendix E). CalEEMod. *Creekview Apartments North Detailed Report.* July 2023. (Appendix A).
Coastal Zone Management Coastal Zone Management Act, sections 307(c) & (d)	Yes ☐ No ☒	The Coastal Zone Management Act Section 1453, Definitions, defines the term "coastal zone" as "…the coastal waters (including the lands therein and thereunder) and the adjacent shorelands (including the waters therein and thereunder), strongly influenced by each other and in proximity to the shorelines of the several coastal states, and includes islands, transitional and intertidal areas, salt marshes, wetlands, and beaches…" and extending "…inland from the shorelines only to the extent necessary to control shorelands, the uses of which have a direct and significant impact on the coastal waters, and to control those geographical areas which are likely to be affected by or vulnerable to sea level rise." As shown in Figure 10, the project site is located approximately 88.56 miles from the Coastal Zone Boundary. The proposed project would not involve any operations that would increase the potential to degrade water quality downstream and have a negative effect on the Coastal Zone. Therefore, implementation of the proposed project would not affect a Coastal Zone, and impacts related to the Coastal Zone Management Act would not occur. Document Citation California Department of Fish and Wildlife. *California Department of Fish and Wildlife BIOS*. Available at: https://apps.wildlife.ca.gov/bios6/. Accessed June 2023. (Figure 10).
Contamination and Toxic Substances 24 CFR Part 50.3(i) & 58.5(i)(2)	Yes ☐ No ☒	HUD policy, as described in Section 50.3(i) and Section 58.5(i)(2), states the following:

		(1). all property proposed for use in HUD programs be free of hazardous materials, contamination, toxic chemicals and gasses, and radioactive substances, where a hazard could affect the health and safety of occupants or conflict with the intended utilization of the property. (2) HUD environmental review of multifamily and non-residential properties shall include evaluation of previous uses of the site and other evidence of contamination on or near the site, to assure that occupants of proposed sites are not adversely affected by the hazards. (3) Particular attention should be given to any proposed site on or in the general proximity of such areas as dumps, landfills, industrial sites, or other locations that contain, or may have contained, hazardous wastes. (4) The responsible entity shall use current techniques by qualified professionals to undertake investigations determined necessary... Sites known or suspected to be contaminated by toxic chemicals or radioactive materials include, but are not limited to, sites: (i) listed on an Environmental Protection Agency (EPA) Superfund National Priorities or CERCLA List, or equivalent State list; (ii) located within 3,000 feet of a toxic or solid waste landfill site; or (iii) with an underground storage tank (which is not a residential fuel tank). A Phase I Environmental Site Assessment (ESA) was prepared for the Creekview Apartments Project, which included the project site. The purpose of the Phase I ESA was to identify Recognized Environmental Conditions (RECs), controlled RECs (CRECs), historical RECs (HRECs), and/or de minimis conditions associated with the project site. A REC is defined by the American Society for Testing and Materials (ASTM) as the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. A CREC is defined as a recognized environmental condition resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority,

		with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls. A HREC is defined as a past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls. A de minimis condition is a condition that generally does not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies. De minimis conditions are not considered to be RECs or CRECs. The Phase I ESA included a review of previous ESAs prepared for the project site: a review of publicly available local, State, tribal, and federal environmental record sources, including the California Department of Toxic Substances Control (DTSC's) EnviroStor database; historical sources; aerial photographs; written and oral interviews with property owners and public sector officials; and a reconnaissance of the project site to review site use and current conditions. The review of regulatory databases, including the State Water Resource Control Board's (SWRCB) GeoTracker online environmental data management system and the DTSC EnviroStor database, did not identify any documentation of hazardous materials violations or discharge on the project site and did not identify contaminated facilities within the appropriate ASTM search distances that would reasonably be expected to impact the project site. The nearest property to the site identified in the course of the Phase I ESA search of environmental database records is the W-70 elementary school located approximately 3,480 feet southwest of the site. Although identified on various databases, releases were not reported from either list. In addition, online requests were submitted to the Placer County Environmental Health Department (PCEHD), the PCAPCD, and the Placer County Agricultural Commissioner as

		part of the Phase I ESA. None of the requests identified previous hazardous material uses associated with the project site. In addition, review of historical records indicates that the project site was used as livestock grazing land starting in 1937 before becoming graded in 2019. Site reconnaissance was conducted on December 22, 2022. As part of the survey, the site was evaluated for potential RECs, such as hazardous materials storage, superficial staining or discoloration, debris, or other conditions that may be indicative of potential sources of soil or groundwater contamination. The site was also evaluated for evidence of fill/ventilation pipes, or other evidence of existing or preexisting underground storage tanks (USTs). The project site was confirmed to be devoid of structures, and the reconnaissance did not identify RECs associated with the current or past uses of the project site. Based on the research conducted for the proposed project, the Phase I ESA concluded that RECs, historical RECs, and controlled RECs do not occur on the project site. Therefore, the proposed project would be consistent with HUD policy, as described in 24 CFR Part 50.3(i) and 24 CFR 58.5(i)(2), and the project would not result in impacts related to contamination and toxic substances. <u>Document Citation</u> Geocon Consultants, Inc. *Phase I Environmental Site Assessment Updated Report Creekview Inclusionary (Lots C-40 and C-43) Roseville, California.* March 2023. (Appendix B).
Endangered Species Endangered Species Act of 1973, particularly section 7; 50 CFR Part 402	Yes ☐ No ☒	The Endangered Species Act of 1973, as amended, and its implementing regulations were designed to protect and recover species in danger of extinction and the ecosystems that they depend upon. When passed, the Endangered Species Act spoke specifically to the value of conserving species for future generations. In passing the Endangered Species Act, Congress recognized another key fact that subsequent scientific understanding has only confirmed: the best way to protect species is to conserve their habitat.

		The USFWS offers consultation on threatened and endangered wildlife and plant species, as well as critical habitats, on a project-by-project basis. According to the USFWS Environmental Conservation Online System (ECOS), the nearest critical habitat area to the project site is the Auburn Ravine, located approximately six miles northeast of the project site. Thus, the project site is not located in close proximity to any identified critical habitat. In addition, according to a query of the USFWS ECOS Information for Planning and Consultation (IPaC), the following species could be affected by project activities: (1) monarch butterfly; (2) valley elderberry longhorn beetle; (3) vernal pool fairy shrimp; (4) vernal pool tadpole shrimp; and (5) conservancy fairy shrimp. A query of the California Natural Diversity Database (CNDDB) was also conducted to further ascertain the potential for plant or wildlife species protected under the Endangered Species Act to occur within the project region. The query encompassed the U.S. Geological Survey (USGS) Roseville quadrangle, as well as the eight surrounding quadrangles. In addition to the species identified by IPaC, the CNDDB returned records for the following plant and wildlife species that have previously occurred within the nine-quadrangle search area: (1) chinook salmon; (2) giant garter snake; (3) green sturgeon; (4) longfin smelt; (5) steelhead trout; and (6) western yellow-billed cuckoo. As previously discussed, the project site has been subjected to previous disturbance as part of the site's mass grading. As such, the project site is limited in its ability to support most of the 11 plant and wildlife species identified by IPaC and CNDDB. For instance, due to the site's lack of vernal pools or other seasonal water sources used for breeding, the conservancy fairy shrimp, vernal pool fairy shrimp and vernal pool tadpole shrimp would not occur on-site. Similarly, valley elderberry longhorn beetles require the presence of elderberry shrubs, which do not occur on-site due to the site's previous disturbance, and monarch butterflies would be capable of flying away during project construction and operation.

		The giant garter snake inhabits agricultural wetlands and other waterways such as irrigation and drainage canals, sloughs, ponds, small lakes, low-gradient streams, and adjacent uplands in the Central Valley. In addition, nearby waterways could potentially accommodate green sturgeon, steelhead trout, longfin smelt, and chinook salmon. As such, Pleasant Grove Creek, which is located parallel to the southern boundaries of the project site, could potentially offer suitable habitat to the aforementioned protected species. However, construction of the proposed parking areas, fencing, and underground utility improvements would not encroach upon the creek, as such components would be installed outside of the Pleasant Grove Creek channel and banks. In addition, as discussed further in the Wetlands Protection section of this Environmental Assessment, as part of compliance with the National Pollutant Discharge Elimination System (NPDES) Construction General Permit, the proposed project would be required to prepare a Storm Water Pollution Prevention Plan (SWPPP) and incorporate Best Management Practices (BMPs) to control sedimentation, erosion, and hazardous materials contamination of runoff during construction. Preparation of a SWPPP would ensure that potential indirect impacts associated with project construction do not occur to Pleasant Grove Creek. As previously discussed, the project site has been mass graded as part of preparation for development. Such grading would have required obtaining a Construction General Permit, and therefore BMPs have already been implemented at the project site. Continued compliance with the General Construction Permit would further reduce any potential impacts to endangered species. Additionally, due to the proposed project's residential nature, project operation would not result in impacts to the creek and protected species inhabiting the creek, as the residences would not include operational activities resulting in discharges of waste into the creek. Based on the above, the proposed project would not result in impacts to giant garter snake, green

		sturgeon, steelhead, longfin smelt, and chinook salmon. Finally, the Pleasant Grove Creek riparian corridor adjacent to the project site provides potential nesting habitat for the western yellow-billed cuckoo, as well as other nesting songbirds and raptors. If the western yellow-billed cuckoo was to nest adjacent to the project site prior to or during proposed construction activities, such activities could result in the abandonment of active nests or other harm to the species. As such, the proposed project could result in impacts to western yellow-billed cuckoo. It should be noted that potential impacts associated with species protected under the Migratory Bird Treaty Act of 1918 (MBTA) are discussed further in the Vegetation and Wildlife section of this Environmental Assessment. As previously discussed, the City of Roseville adopted the CSP in September 2012. As part of the CSP's adoption, the City certified an associated EIR, which includes mitigation measures to which construction facilitated by buildout of the CSP is subject. CSP Mitigation Measure 4.8-3 requires that trees be surveyed for nests by a qualified biologist no more than 30 days prior to the beginning of mass grading, preconstruction and non-breeding season exclusion measures be developed in consultation with the California Department of Fish and Wildlife (CDFW), and that, should the nest of a protected species be located in tree designated for removal, the removal is deferred. The proposed project, as a condition of approval, is required by the City to implement Mitigation Measure 4.8-3, which would ensure impacts to the western yellow-billed cuckoo and other nesting songbirds and raptors do not occur. Based on the above, the proposed project would not conflict with the Endangered Species Act. <u>Document Citation</u> U.S. Fish & Wildlife Service. *IPaC: Information for Planning and Consultation*. Available at: https://ecos.fws.gov/ipac/. Accessed July 2023. (Appendix E).

		U.S. Fish & Wildlife Service. *Critical Habitat for Threatened & Endangered Species.* Available at: https://fws.maps.arcgis.com/home/webmap/viewer.html?webmap=9d8de5e265ad4fe09893cf75b8dbfb77. Accessed June 2023. (Appendix E). California Department of Fish and Wildlife. *CNDDB Rarefind 5.* Available at: https://apps.wildlife.ca.gov/rarefind/view/RareFind.aspx. Accessed June 2023. (Appendix E).
Explosive and Flammable Hazards 24 CFR Part 51 Subpart C	Yes ☐ No ☒	Regulations set forth in 24 CFR Part 51 Subpart C require HUD-assisted projects to be separated from hazardous facilities that store, handle, or process hazardous substances by a distance based on the contents and volume of the facilities' aboveground storage tank (AST), or to implement mitigation measures. The requisite distances are necessary, because project sites that are too close to facilities handling, storing, or processing conventional fuels, hazardous gases, or chemicals of an explosive or flammable nature may expose occupants or end-users of a project to the risk of injury in the event of a fire or an explosion. According to the California Environmental Protection Agency (CalEPA) Regulated Site Portal, two ASTs exist within one mile of the project site. Using HUD's Acceptable Separation Distance (ASD) Electronic Assessment Tool, the ASD associated with the tanks, based on the size of the tanks and conservative assumptions, was calculated (see Table 4). The first AST site, Roseville Energy Park, is located at 5120 Phillip Road, approximately 2,585 feet southwest of the project site. The AST is estimated to have a maximum capacity of approximately 2,999 gallons. The ASD Electronic Assessment Tool calculates an ASD of approximately 437 feet for people and approximately 83 feet for buildings. Therefore, the project site is located at a distance from the AST site that exceeds the minimum ASD and, thus, is not subject to substantial risk from hazards associated with explosive and flammable materials.

Table 4
ASTs Within One Mile of Project Site

Site Name	Maximum Tank Size (gallons)	Approx. Distance from Project Site (feet)	ASD from People / Buildings (feet)
Roseville Energy Park	2,999	2,870	437/83
Pleasant Grove Wastewater Treatment Plant	59,999	4,530	1,523/334

The second AST site, Pleasant Grove Wastewater Treatment Plant, is located at 5051 Westpark Drive, approximately 3,555 feet southeast of the project site. The AST has a maximum capacity of approximately 59,999 gallons. The ASD Electronic Assessment Tool calculates an ASD of approximately 1,523 feet for people and approximately 334 feet for buildings. Therefore, the project site is located at a distance from the AST site that exceeds the minimum ASD and, thus, is not subject to substantial risk from hazards associated with explosive and flammable materials.

Based on the above, the ASTs are located at a distance from the project site that exceeds the applicable ASD for people and buildings. Thus, the proposed project would not result in impacts associated with siting HUD-assisted projects near explosive and flammable hazards, as regulated by 24 CFR Part 51 Subpart C.

Document Citation

California Environmental Protection Agency. *CalEPA Regulated Site Portal.* Available at: https://siteportal.calepa.ca.gov/nsite/map/results. Accessed July 2023. (Appendix E).

U.S. Department of Housing and Urban Development. *Acceptable Separation Distance (ASD) Electronic Assessment Tool.* Available at: https://www.hudexchange.info/programs/environmental-review/asd-calculator/. Accessed July 2023. (Appendix E).

Farmlands Protection Farmland Protection Policy Act of 1981, particularly sections 1504(b) and 1541; 7 CFR Part 658	Yes ☐ No ☒	The Farmland Protection Policy Act (FPPA) (Title 7 U.S. Code [U.S.C.] Section 4201 et seq, implementing regulations 7 CFR Part 658, of the Agriculture and Food Act of 1981, as amended) is intended to minimize the effect of federal programs on the unnecessary and irreversible conversion of farmland to nonagricultural uses. As noted by HUD, the FPPA does not apply to projects already in or committed to urban development or those that could otherwise not convert farmland to non-agricultural uses. As previously discussed, the project site is already in the process of being developed, having already undergone substantial disturbance associated with mass grading. As such, the project is already committed to urban development and the FPPA would not apply. In addition, pursuant to the California Department of Conservation Farmland Mapping and Monitoring Program, the project site is designated as Grazing Land. Grazing Land is defined by the California Department of Conservation as, "land on which the existing vegetation is suited to the grazing of livestock." In addition, as previously discussed, the project site is currently mass graded land occupied by construction equipment and material storage. Therefore, development of the proposed project would not result in the loss of agricultural land, and conflicts with the Farmland Protection Policy Act would not occur. <u>Document Citation</u> California Department of Conservation. *California Important Farmland Finder.* Available at: https://maps.conservation.ca.gov/dlrp/ciff/. Accessed June 2023. (Appendix E).
Floodplain Management Executive Order 11988, particularly section 2(a); 24 CFR Part 55	Yes ☐ No ☒	As noted previously, according to the FEMA FIRM 06061C0920H, the project site is adjacent to a SFHA, as FEMA designates Pleasant Grove Creek and its associated riparian corridor as Zone AE, which is a regulatory floodway. However, none of the project site encroaches into the SFHA. In addition, the proposed project would not include construction of structures immediately adjacent to the southern site boundary, the nearest portion of the site to the SFHA, which would ensure that the proposed

		residences include an additional setback distance from the creek. Furthermore, the proposed project would include installation of new storm drain lines and bio-retention facilities designed in compliance with the applicable provisions of the Roseville Design and Construction Standards. The aforementioned facilities would further reduce the potential for flooding impacts from occurring on-site. Because the project site is not located within a FEMA SFHA, impacts related to Executive Order 11988, Floodplain Management would not occur. <u>Document Citation</u> Federal Emergency Management Agency. *Flood Insurance Rate Map 06061C0920H.* Available at: https://msc.fema.gov/portal/home. Accessed July 2023. (Figure 4).
Historic Preservation National Historic Preservation Act of 1966, particularly sections 106 and 110; 36 CFR Part 800	Yes ☐ No ☒	The National Historic Preservation Act (NHPA) (16 USC 470 et seq.) directs each federal agency, and those tribal, State, and local governments that assume federal agency responsibilities, to protect historic properties and to avoid, minimize, or mitigate possible harm that may result from agency actions. The review process, known as Section 106 review, is detailed in 36 CFR Part 800. Early consideration of historic places in project planning and full consultation with interested parties are key to effective compliance with Section 106. The State Historic Preservation Officer (SHPO) and/or Tribal Historic Preservation Officer (THPO) are primary consulting parties in the process. Pursuant to the National Historic Preservation Act of 1966, a Cultural Resources Identification Report (CRIR) was prepared for the proposed project by Kleinfelder. As part of the CRIR, a records search of the California Historical Resources Information System (CHRIS) at the North Central Information Center (NCIC) was conducted to determine if any known cultural resources exist in the vicinity of the project site, or if such resources would likely be discovered at the site. The Area of Potential Effects (APE) for the search was defined as CSP Parcel C-40 and CSP Parcel C-43, as well as a half-mile buffer around the APE. According to the CHRIS search results, known historic resources do not occur

		within the project site. Additionally, a search of the Native American Heritage Commission (NAHC) Sacred Lands File was completed for the project site and returned negative results, indicating that tribal cultural resources are not known to exist on or near the project site. Pursuant to Section 106 of the National Historic Preservation Act, project notification letters were submitted on July 21, 2023 to representatives of the following tribes, which were identified by the NAHC as potentially having knowledge of cultural resources in the project area: Shingle Springs Band of Miwok Indians, Tsi Akim Maidu, United Auburn Indian Community of the Auburn Rancheria, Wilton Rancheria, Colfax-Todds Valley Consolidated Tribe, and Nevada City Rancheria Nisenan Tribe. Of the tribes notified, only the Shingle Springs Band of Miwok Indians returned a response, indicating that the tribe was not requesting consultation, but did request updates from the City as the project progresses. The City agreed to provide such updates to the tribe. Responses from all other contacted tribes were not received by the City. A letter requesting review of the findings of the CRIR was submitted to the SHPO on July 21, 2023. A response from the SHPO was received on August 21, 2023, which did not provide concurrence or nonconcurrence with the City's finding of No Adverse Effect, as the SHPO requested any comments or concerns received by the City from notified tribes. Pursuant to the SHPO's instructions, the City provided a follow-up response by email to the SHPO on August 23, 2023, detailing the response from the Shingle Springs Band of Miwok Indians and the City's agreement to provide the tribe with project updates. Based on the above, requests to consult on the proposed project were not received by the aforementioned Native American tribes. Known historic and archaeological resources, including tribal cultural resources, have not been identified within the project site. Furthermore, given the substantial amount of previous disturbance to which the project site has already undergone, such as mass grading and the installation of backbone infrastructure as part of buildout of the

		CSP area, the discovery of unrecorded subsurface resources is not anticipated to occur. Nonetheless, because the discovery of unknown, subsurface resources during ground-disturbing activities, such as trenching for on-site utilities, within the project site cannot be entirely ruled out, the project has limited potential of such inadvertent encounters. As previously discussed, the City of Roseville adopted the CSP in September 2012. As part of the CSP's adoption, the City certified an associated EIR, which includes mitigation measures to which construction facilitated by buildout of the CSP is subject. Should any cultural resources or tribal cultural resources be discovered during construction of the proposed project, CSP Mitigation Measure 4.9-1 requires all work be suspended within 100 feet of any find, the City of Roseville Planning and Public Works Department be notified, and coordination with a qualified archaeologist take place to manage the discovery. The proposed project, as a condition of approval, is required by the City to implement Mitigation Measure 4.9-1, which would ensure impacts to historic cultural resources and tribal cultural resources do not occur. Based on the above, the proposed project would not conflict with the NHPA. <u>Document Citation</u> Kleinfelder. *Cultural Resources Identification Report for the Creekview Family Affordable Apartments Project Placer County, California.* April 2023. (Appendix C) Office of Historic Preservation. *Request for Section 106 Review of a HUD project for a multi-family construction project, Creekview Family Apartments North, at 3440 Westbrook Boulevard, Roseville, CA.* August 21, 2023. (Appendix D)
Noise Abatement and Control Noise Control Act of 1972, as amended by the Quiet Communities Act of 1978; 24 CFR Part 51 Subpart B	Yes ☐ No ☒	According to HUD's noise standards set forth in 24 CFR Part 51, Subpart B, all sites whose environmental or community noise exposure exceeds the day night average sound level (DNL) of 65 decibels (dB) are considered noise-impacted areas. HUD guidance includes screening criteria to assist in evaluating a

		project's consistency with the foregoing standard. Pursuant to HUD guidance, potentially significant noise generators within the vicinity of a project include major roadways, if within 1,000 feet of a project site; railroads, if within 3,000 feet; and military or Federal Aviation Administration (FAA)-regulated airfields, if within 15 miles. Documentation that a project is not within the applicable distances to the foregoing noise generators demonstrates compliance with HUD's noise standard. If within the aforementioned distance, a project may show the noise level is at or below 65 dB to demonstrate consistency with the Noise Control Act of 1972. The project site is not located within the above distances from major roadways or railroads, as the nearest major roadway is SR 65, located approximately 4.5 miles to the east of the site, and the nearest railroad track is the Union Pacific Railroad Co., located approximately 6.2 miles southeast of the project site. The nearest airport to the project site is the Lincoln Regional Airport, located 7.5 miles north of the site. However, as noted in Chapter 9 of the 2021 Lincoln Regional Airport Land Use Compatibility Plan, noise intrusions above 65 dB do not occur outside of an approximately three-mile radius. Considering that the project site is located more than seven miles from the airport, noise generated by operations at the Lincoln Regional Airport would not exceed 65 dB at the project site. As such, the proposed project meets the screening criteria set forth by HUD guidance. Based on the above, potential impacts related to the Noise Control Act of 1972 would not occur. <u>Document Citation</u> Placer County Transportation Planning Agency. *Lincoln Regional Airport Land Use Compatibility Plan, Chapter 9 Background Data*. September 2021. (Appendix E)
Sole Source Aquifers Safe Drinking Water Act of 1974, as amended, particularly section 1424I; 40 CFR Part 149	Yes ☐ No ☒	As shown in Figure 11, the project site is not located within an area designated by the U.S. Environmental Preservation Agency (USEPA) as being supported by a sole source aquifer. The project site is located approximately 120 miles from the nearest boundary of a sole source

		aquifer (Santa Margarita, Scotts Valley SSA). Because the project site is not within the vicinity of a region that depends solely on an aquifer for access to water, or located within a sole source aquifer recharge area, the proposed project would not have the potential to impact a sole source aquifer. Therefore, impacts to the Safe Drinking Water Act of 1974, as amended, would not occur. Document Citation U.S. Environmental Protection Agency. *Sole Source Aquifers*. Available at: https://epa.maps.arcgis.com/apps/webappviewer/index.h tml?id=9ebb047ba3ec41ada1877155fe31356b. Accessed June 2023. (Figure 11).
Wetlands Protection Executive Order 11990, particularly sections 2 and 5	Yes ☐ No ☒	According to the USEPA, wetlands are characterized by hydrology, soils, and vegetation. Pursuant to the NWI, the nearest surface water source to the project site is Pleasant Grove Creek, which is located approximately 133 feet south of the project site. The NWI classifies the creek as R4SBC. The proposed project would be subject to the NPDES permitting program, established by the Clean Water Act. The NPDES program controls and reduces pollutants to water bodies from point and non-point discharges. Under the NPDES program, dischargers whose project disturb one acre or more of soil are required to obtain coverage under the Construction General Permit. The proposed project would disturb 5.2 acres and therefore, would be subject to the Construction General Permit. The Construction General Permit requires the preparation of a SWPPP. The SWPPP would include the incorporation of BMPs such as bioretention areas, vegetated swales, sand and organic filters, and vegetated filter strips to control sedimentation, erosion, and hazardous materials contamination of runoff during construction. Therefore, compliance with the Construction General Permit would prevent substantial impacts to wetlands from occurring during project construction. In addition, as previously discussed, the project site has been mass graded as part of preparation

		for development, which required obtaining a Construction General Permit. Therefore, BMPs have already been implemented at the project site. Continued compliance with the General Construction Permit would further reduce any potential impacts to wetlands. With respect to project operation, Roseville Municipal Code Section 14.20.290(D) establishes various requirements to control the volume, rate, and potential pollutant load of stormwater runoff from developed project sites, to which the proposed project would be subject. The aforementioned regulations are in accordance with the West Placer Storm Water Quality Design Manual, which addresses appropriate design of post-construction BMPs. Furthermore, Section 14.20.180 of the Municipal Code requires development of a stormwater BMP maintenance plan to ensure proper performance of all post-construction BMPs. Based on the project's compliance with the NPDES program and Roseville Municipal Code, neither construction nor operation of the proposed project would result in a substantial adverse effect on protected wetlands. Therefore, the proposed project would not conflict with Executive Order 11990. <u>Document Citation</u> U.S. Fish & Wildlife Service. *National Wetlands Inventory*. Available at: https://www.fws.gov/wetlands/data/Mapper.html Accessed July 2023.
Wild and Scenic Rivers Wild and Scenic Rivers Act of 1968, particularly section 7(b) and (c)	Yes ☐ No ☒	The Wild and Scenic Rivers Act (16 U.S.C. 1271-1287) provides federal protection for certain free-flowing, wild, scenic, and recreational rivers designated as components or potential components of the National Wild and Scenic Rivers System (NWSRS). The NWSRS was created by Congress in 1968 to preserve certain rivers with outstanding natural, cultural, and recreational values in a free-flowing condition for the enjoyment of present and future generations. Designated Wild and Scenic Rivers do not occur on the project site. The nearest wild and scenic river to the project site is the American River,

		which is located approximately 12.5 miles south of the project site. Because the project site is not within the vicinity of a Wild and Scenic River, development of the proposed project would not conflict with the Wild and Scenic Rivers Act 1968. Document Citation U.S. Forest Service, National Park Service, Bureau of Land Management and the Fish and Wildlife Service. *National Wild and Scenic Rivers System.* Available at: https://rivers.gov/rivers/american-lower.php. Accessed June 2023. (Figure 12).
ENVIRONMENTAL JUSTICE		
Environmental Justice Executive Order 12898	Yes ☐ No ☒	Environmental justice means ensuring that the environment and human health are protected fairly for all people regardless of race, color, national origin, or income. Executive Order 12898 – Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations requires certain federal agencies, including HUD, to consider how federally assisted projects may have disproportionately high and adverse human health or environmental effects on minority and low-income populations. As previously discussed in the Contamination and Toxic Substances section of this Environmental Assessment, a Phase I ESA was prepared for the proposed project. As part of the background research and site reconnaissance completed through the Phase I ESA, RECs were not identified on-site. Thus, the proposed project would not result in impacts related to contamination and toxic substances to future residents of the project site, including minority and low-income populations. As previously discussed in the Explosive and Flammable Hazards section of this Environmental Assessment, the two AST sites identified within one mile of the project site are located at a distance from the project site that exceeds the applicable ASD for people and buildings. Thus, the proposed project would not be developed in proximity to the handling,

		storing, or processing of fuels, hazardous gases, or chemicals of an explosive or flammable nature. Based on the above, development of the proposed project would not result in adverse human health or environmental effects on minority and low-income populations, and impacts related to Executive Order 12898 would not occur. Document Citation Geocon Consultants, Inc. *Phase I Environmental Site Assessment Updated Report Creekview Inclusionary (Lots C-40 and C-43) Roseville, California.* March 2023. (Appendix B).

Environmental Assessment Factors [24 CFR 58.40; Ref. 40 CFR 1508.8 &1508.27] Recorded below is the qualitative and quantitative significance of the effects of the proposal on the character, features and resources of the project area. Each factor has been evaluated and documented, as appropriate and in proportion to its relevance to the proposed action. Verifiable source documentation has been provided and described in support of each determination, as appropriate. Credible, traceable and supportive source documentation for each authority has been provided. Where applicable, the necessary reviews or consultations have been completed and applicable permits of approvals have been obtained or noted. Citations, dates/names/titles of contacts, and page references are clear. Additional documentation is attached, as appropriate. **All conditions, attenuation or mitigation measures have been clearly identified.**

Impact Codes: Use an impact code from the following list to make the determination of impact for each factor.

(1) Minor beneficial impact
(2) No impact anticipated
(3) Minor Adverse Impact – May require mitigation
(4) Significant or potentially significant impact requiring avoidance or modification which may require an Environmental Impact Statement

Environmental Assessment Factor	Impact Code	Impact Evaluation
LAND DEVELOPMENT		
Conformance with Plans / Compatible Land Use and Zoning / Scale and Urban Design	2	The City of Roseville General Plan designates the project site as HDR, which allows for a variety of detached and attached residential units, such as apartments, townhomes, or condominiums, all with a minimum density of 13 dwelling units per acre (du/ac). The density of the proposed project would be 31.9 du/ac, which would be consistent with the density standard established by the General Plan for HDR uses. The CSP also designates the project site as HDR. The project site is zoned R3, which Section 19.10.010 of the Municipal Code states is intended for a range of high density and multi-family housing, including apartments, condominiums, and townhomes.

		Additionally, the proposed project would be generally consistent with the surrounding planned land uses, such as the planned residential developments within the CSP area located to the north, east, south, and west of the project site. With respect to scale and urban design, the proposed structures would be developed in accordance with the development standards set forth in Section 19.10.030 of the Roseville Municipal Code, which contain requirements for allowable building height, lot coverage, density, parking, and signage. As such, the project would be constructed consistent with all applicable City design standards. Based on the above, the proposed project would be consistent with the Roseville General Plan, the CSP, and the Roseville Municipal Code. Thus, impacts related to conformance with plans, compatibility with land use and zoning, and scale and urban design would not occur.
Soil Suitability / Slope / Erosion / Drainage / Storm Water Runoff	2	The following discussions assess the potential impacts associated with development of the proposed project related to soil suitability, slope, and erosion, drainage, and stormwater runoff. <u>Soil Suitability</u> A query of the U.S. Department of Agriculture (USDA) Natural Resources Conservation Service Web Soil Survey was conducted to ascertain the project site's soil suitability with respect to construction and operation of the proposed project. According to the Web Soil Survey, the site is underlain with Cometa-Fiddyment complex soil, which carries a rating of "Somewhat limited" for dwellings without basements. The aforementioned rating indicates that the soil has one or more features that are unfavorable for the foregoing use. In addition, pursuant to the CSP EIR, most of soils within the CSP area have a high shrink-swell potential. Potential also exists for corrosive soils to occur in the CSP area. However, the CSP EIR determined that the soil conditions in the area do not appear to pose a significant deterrent to residential or commercial construction, and the soil types present in the CSP area are typical of existing urban areas within the City of Roseville. In addition, as part of compliance with the Roseville Design and Construction Standards, development facilitated by buildout of the CSP is required to comply with recommendations established through a geotechnical evaluation prepared to identify and address any soil suitability concerns specific to the CSP area. As previously discussed, the project site and surrounding project vicinity has already been mass graded as part of site preparation activities associated with the CSP. Pursuant to Roseville Municipal Code Section 16.20.040, a grading permit must be obtained prior to commencing grading activities within the City limits. As part of obtaining a grading permit, a geotechnical

		evaluation is required to be prepared by a State-licensed civil engineer, with ensuing earth-moving activities, including grading, subject to all recommendations set forth therein. Recommendations contained in a geotechnical evaluation would address any soil deficiencies identified within a site and include engineering design recommendation to address such deficiencies, consistent with the standards established by the California Building Standards Code (CBSC) (Title 24 of the California Code of Regulations [CCR]). Thus, as the previous grading of the CSP area required issuance of a grading permit, previous earth-moving activities conducted on the project site were subject to recommendations established through a geotechnical evaluation, and any soil deficiencies associated with the site have been previously addressed. Thus, the proposed project would not result in substantial adverse effects related to soil suitability. <u>Slope and Erosion</u> The project site is relatively flat and level and has been mass graded. As such, potential impacts related to slope would not occur. However, Pleasant Grove Creek is located along the southern boundary of the project site, which could be vulnerable to impacts related to erosion. Nonetheless, because the proposed project would disturb more than one acre of soil, the proposed project would be required to obtain a Construction General Permit under the NPDES permitting program. Compliance with the Construction General Permit would require preparation of a SWPPP and incorporation of BMPs to prevent potential impacts related to soil erosion during construction and rain events. Therefore, the proposed project would not result in impacts related to erosion during project construction. During operations, vehicles would be limited to paved areas of the site, and all surfaces would be either paved or landscaped; thus, potential impacts related to erosion during project operations would not occur. <u>Drainage and Stormwater Runoff</u> During project operation, runoff from new impervious surfaces within the project site would be collected from multiple drop inlets located throughout the site. From the inlets, runoff would then flow through a series of new storm drain lines, which would provide connection to an existing 24-inch storm drain line in the southwestern portion of the site that conveys flows to the existing 60-inch storm drain line located in Westbrook Boulevard. Ultimately, runoff would discharge into an outfall structure sited along Pleasant Grove Creek. As required by Roseville Municipal Code Section 14.20.180, post-construction BMPs would be located on-site to ensure flows discharged to the creek are treated in accordance with applicable standards. The drainage and

		stormwater systems planned for the proposed project would be required to comply with all applicable requirements in Section 14.20.230 of the Roseville Municipal Code, which sets forth design standards to further ensure that impacts associated with stormwater would not occur. Document Citation U.S. Department of Agriculture, Natural Resources Conservation Service. *Web Soil Survey*. Available at: https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx. Accessed July 2023. (Appendix E).
Hazards and Nuisances including Site Safety and Noise	2	The following discussions assess the potential impacts associated with development of the proposed project related to hazards and site safety, including natural hazards, air pollution generators, man-made site hazards, and nuisances such as noise. Natural Hazards Natural hazards to which the proposed project could potentially be subject include earthquake-related hazards (e.g., faults, fracture, etc.), landslides, floods, and wildfire. With respect to earthquake-related hazards, according to the California Geological Survey Earthquake Hazards Zone Application, the project site is not within a currently established California Earthquake Hazard Zone for surface fault rupture hazards. Additionally, the project site does not include active faults with the potential for surface fault rupture directly beneath the site. As such, the potential for surface rupture due to faulting occurring beneath the site during the design life of the proposed development is considered low. Based on the above, the proposed project would not be subject to earthquake-related hazards. With respect to landslides and flooding, the topography of the project site is generally flat. In addition, the project site is not adjacent to areas that contain slopes with unconsolidated loose soil. Therefore, the proposed project would not be at risk of landslides. As discussed in the Floodplain Management section of this Environmental Analysis, the proposed project is not located within a SFHA. Although the project site is adjacent to Pleasant Grove Creek, which FEMA identifies as Zone AE, the proposed project would not construct any buildings adjacent to the creek banks, which would ensure that the proposed residences include an additional setback distance from the creek. Furthermore, the proposed project would include installation of new storm drain lines and bio-retention facilities designed in compliance with the applicable provisions of the Roseville Design and Construction

		Standards. The aforementioned facilities would further reduce the potential for flooding impacts to occur on-site. Based on the above, the proposed project would not be subject to landslides or flood-related hazards. Finally, with respect to wildfire, according to the California Department of Forestry and Fire Protection (CAL FIRE) Fire and Resource Assessment Program, the City of Roseville is not located in or adjacent to a State Responsibility Area (SRA) Very High or High Fire Hazard Severity Zone (FHSZ). The City is designated as a Local Responsibility Area (LRA), and is outside of any High or Very High FHSZ. Additionally, the proposed project would be subject to all applicable provisions of the California Fire Code (CFC), including Section 903.2.8, which establishes automatic sprinkler system requirements pertaining to multi-family residential developments such as the proposed project. Such features would help to address fire situations within the site and would reduce the demand for fire protection services. Compliance with the aforementioned statewide standards would ensure the proposed structures are sufficiently designed to forestall fire risks. In the event that emergency vehicles need to access the project site, access would be provided from Westbrook Boulevard and Celebrate Drive by the newly constructed project driveway and drive aisles. Based on the above, the proposed project would not be subject to wildfire-related hazards. <u>Air Pollution Generators</u> HUD policy necessitates the consideration of the proximity of a proposed development project to various air pollution generators, such as heavy industry, incinerators, power plants, rendering plants, cement plants, and heavily traveled highways, defined as having six or more lanes. Proximity to such generators could induce health risks associated with DPM and TAC emissions, which are further addressed in the Clean Air section of this Environmental Assessment. As detailed therein, risks associated with on-site exposure to DPM from vehicle traffic are not expected and impacts associated with exposing sensitive receptors to TACs would not occur. <u>Man-made Site Hazards</u> According to HUD policy, man-made hazards are hazards caused by human action or inaction. Such types of hazards can have an adverse impact on humans, other organisms, biomes, and ecosystems. The frequency and severity of man-made hazards are key elements in some risk analysis methodologies. With respect to hazards associated with transport and storage of hazardous chemicals, any use, storage, and transport of hazardous

		materials by developers, contractors, business owners, industrial businesses, and others would be required to be in compliance with local, State, and federal regulations during project construction and operation. Pursuant to California Health and Safety Code Section 25510(a), an employee, authorized representative, agent, or designee of a handler, shall, upon discovery, immediately report any release or threatened release of a hazardous material to the unified program agency in accordance with the regulations adopted pursuant to Section 25510(a). The handler or an employee, authorized representative, agent, or designee of the handler shall provide all State, city, or county fire or public health or safety personnel and emergency response personnel with access to the handler's facilities. In the case of the proposed project, the project contractor would be required to notify the PCEHD in the event of an accidental release of a hazardous material, who would then monitor the conditions and recommend appropriate remediation measures. Compliance with the foregoing provisions of the California Health and Safety Code would ensure impacts associated with transport and storage of hazardous materials during project construction would not occur. Due to its residential nature, the proposed project would not involve the transport or storage of hazardous materials during project operation. Through compliance with all applicable standards set forth in the City's Municipal Code, the proposed project would not be subject to man-made hazards such as inadequate separation of pedestrian/vehicle traffic, inadequate street lighting, or overhead transmission lines. The project site does not include bodies of water or access to lakes. In addition, a masonry wall would be installed along the site's eastern boundary, and a six-foot-tall open tube black steel fence would be installed along the southern boundary. Such barriers would ensure access between potentially hazardous areas are separated from future occupants of the project, particularly children and the elderly. Finally, Government Code Section 65962.5 requires the CalEPA to develop at least annually an updated Hazardous Waste and Substances Sites (Cortese) list. DTSC is responsible for a portion of the information contained in the Cortese list. The project site is not located on a site identified by the DTSC's portion of Cortese list, nor is the site identified on the SWRCB GeoTracker for leaking USTs. As discussed above, in the event that emergency vehicles need to access the project site or residents need to evacuate, access to and from the project site would be provided from Blue Oaks Boulevard and by the newly constructed project driveways and drive aisles connecting to Westbrook Boulevard and Celebrate Drive. As such, emergency vehicles and residents would have multiple options for entering and existing the site.

Based on the above, the proposed project would be consistent with HUD policy and would not be subject to man-made site hazards.

Nuisances

HUD policy necessitates the consideration of potential impacts related to nuisances for projects receiving funding from federal sources. Potential nuisances to which the proposed project could be subject include noise, vibration, and odors.

With respect to noise, some land uses are considered more sensitive to noise than others, and thus, are typically referred to as sensitive noise receptors. Land uses often associated with sensitive noise receptors generally include residences, schools, libraries, hospitals, and passive recreational areas. Noise sensitive land uses are typically given special attention in order to achieve protection from excessive noise. In the project vicinity, the nearest noise sensitive land use is the single-family residence located approximately 0.25-mile to the southwest of the site.

The City's Noise Ordinance is set forth in Section 9.24.100 of the City's Municipal Code and prohibits any person from creating any sound which causes the exterior sound level of any sensitive receptor to exceed the ambient sound level by 3.0 dBA, or exceed the sound level standards as set forth in Table 5 below by 3.0 dBA, whichever is greater.

Table 5
Sound Level Standards

Sound Level Descriptor	Daytime (7:00 AM to 10:00 PM)	Nighttime (10:00 PM to 7:00 AM)
Hourly, L_{eq}, dB	50	45
Maximum Level, dB	70	65

Source: City of Roseville Municipal Code Section 9.24.100

Given that residential projects do not typically generate substantial operational noise, operation of the project would not adversely affect the nearest receptors and would comply with the City's Noise Ordinance.

Construction of the proposed project would result in temporarily increased noise levels. Policy N1.9 from the Roseville General Plan Noise Element states that construction-related noise that is consistent with the Roseville Noise Ordinance (Roseville Municipal Code Chapter 9.24, Noise Regulation) would be exempt from the City's noise standards. Noises resulting from construction activities are exempted by Chapter 9.24 of the Municipal Code during daytime hours (7:00 AM to 7:00 PM, Monday through Friday, and 8:00 AM to 8:00 PM, Saturday, Sunday, and holidays). The Roseville Municipal Code also

specifies that all construction equipment must be fitted with factory installed muffling devices and that all construction equipment must be maintained in good working order in order to prevent excessive noise. Given that the proposed project would be required to comply with the allowable hours, and the temporary nature of the construction period, conflicts with applicable City noise standards would not occur.

With respect to vibration, vibration involves a source, a transmission path, and a receiver, with vibration typically consisting of the excitation of a structure or surface. A person's perception of the vibration depends on their individual sensitivity to vibration, as well as the amplitude and frequency of the source and the response of the system which is vibrating. Vibration is measured in terms of acceleration, velocity, or displacement.

A common practice is to monitor vibration in terms of peak particle velocities (PPV) in inches per second (in/sec). Standards pertaining to perception as well as damage to structures have been developed for vibration levels defined in terms of PPV. Human and structural response to different vibration levels is influenced by a number of factors, including ground type, distance between source and receptor, duration, and the number of perceived vibration events. Pursuant to standards developed by the California Department of Transportation (Caltrans), the vibration level that would normally be required to result in architectural damage to structures is 0.2 in/sec PPV. Table 6 shows the typical vibration levels produced by construction equipment at various distances.

Table 6
Vibration Levels for Various Construction Equipment

Type of Equipment	PPV at 25 feet (in/sec)	PPV at 50 feet (in/sec)
Loaded Trucks	0.076	0.025
Small Bulldozer	0.003	0.000
Auger/drill Rigs	0.089	0.029

Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Guidelines, May 2006.

As shown in Table 6, vibration levels generated by common construction equipment at a distance of 50 feet from the source would be at most, 0.029 in/sec PPV. At 25 feet, the maximum vibration levels generated by common construction equipment would be 0.089. Given the 0.25-mile distance between the single-family residence and the proposed area of disturbance, vibration levels generated from on-site project construction activities at the residence would not exceed Caltrans' 0.20 in/sec PPV threshold for damage to residential structures. Therefore, ground borne vibration impacts associated with project construction would not occur.

		Finally, with respect to odors, as discussed in the Clean Air section of this Environmental Assessment, the project site is located within the jurisdictional boundaries of the PCAPCD. As such, the project would be required to comply with all adopted rules and regulations. PCAPCD Rule 205 prohibits discharges of quantities of air contaminants or other material which causes injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public or which endanger the comfort, repose, health, or safety of any such persons or the public or which cause or have a natural tendency to cause injury or damage to business or property. Compliance with Rule 205 would ensure the proposed project does not result in impacts related to odor. In addition, residential land uses are not known to be odor-generating uses. Therefore, project operation would not result in odor-related impacts. Conclusion Adherence with State regulations and product label instructions would ensure that the proposed project would not subject future residents or nearby receptors to on-site hazards. Because of the proposed project's compliance with the City's noise regulations, noise generated from construction and operations of the proposed project would not cause a significant contribution to community noise levels. Overall, the proposed project would not result in impacts related to natural hazards, air pollution generators, man-made site hazards, and nuisances such as noise, vibration, and odors. Document Citation Geocon Consultants, Inc. *Phase I Environmental Site Assessment Updated Report Creekview Inclusionary (Lots C-40 and C-43) Roseville, California.* March 2023. (Appendix B).

Environmental Assessment Factor	Impact Code	Impact Evaluation
SOCIOECONOMIC		
Employment and Income Patterns	1	The project would include 168 total housing units, 90 of which would be affordable for residents earning either below 50 percent or 50 to 80 percent AMI. Therefore, the project would help fulfill the affordable housing requirements set forth in the City of Roseville's 2021-2029 Housing Element. In addition, the proposed project would provide temporary employment for construction workers. Once operational, the proposed project would provide ongoing employment for a building manager, maintenance workers, and landscape workers necessary for the operation of the building. Because the proposed project would provide employment opportunities and 198 new housing units

		for City residents, including 90 units for residents who qualify for affordable housing, as well as employment opportunities, the project would have a potentially beneficial impact to employment and income patterns.
Demographic Character Changes, Displacement	2	The proposed project would include the construction of two, four-story apartment buildings consisting of 168 residential units, as well as a community center. According to current population estimates provided by the U.S. Census Bureau, the City of Roseville has a population of 154,817, and an average household size of 2.65 persons per household. Therefore, the proposed project would accommodate approximately 446 future residents (2.65 persons x 168 units = 445.2). As such, the proposed project would represent a 0.29 percent population increase for the City, assuming all residents of the proposed project to be new residents of the City. Therefore, the proposed project would not substantially increase the City's population. According to the U.S. Census estimates, 7.0 percent of the City's population is below the poverty line, which is below the national level of 11.4 percent. However, the proposed project would provide new residences specifically for those in need of affordable housing. Additionally, developing the project site with affordable housing residential units is consistent with the Affordable Housing Plan in the CSP, which provides that the CSP area will provide decent, safe, adequate, and affordable housing in sufficient quantities for all economic segments of the Roseville community. A range of retail businesses, including a grocery store, and schools are all located in relatively close proximity to the project site. In addition, full buildout of the CSP would include development of approximately 100,000 sf of Community Commercial sites within the area. According to the CSP, such commercial development could include a grocery store, drug store, retail services, restaurants, personal services, and professional offices. Furthermore, the project site is located approximately two miles from Roseville Transit's Local Route M bus stop at Pleasant Grove and Rothbury. Roseville Transit is the City's regional public transit system and provides connections to Placer County Transit and Sacramento Regional Transit. Additionally, future residents of the project site would have access to Roseville Transit Arrow, which provides a dial-a-ride service to residents of the City. Therefore, the proposed project would not create physical barriers or difficult access to local services, facilities, or institutions for future residents of the project. Finally, the project site, which is currently undeveloped, is located 0.25-mile to the northeast of existing single-family residential communities. In addition, only 90 of the 168 total

		units would be affordable units. Therefore, the proposed project would not create a concentration of low-income or disadvantaged people in violation of HUD site and neighborhood standards, nor would the project result in the displacement of persons occupying the property. Based on the above, impacts related to demographic character changes and displacement would not occur with implementation of the proposed project. <u>Document Citation</u> U.S. Census Bureau. *Roseville city, California.* Available at: https://data.census.gov/cedsci/profile?g=1600000US0662938. Accessed July 2023. (Appendix E). City of Roseville. *2021-2029 Housing Element.* August 2021. (Appendix E).
Environmental Justice	2	Environmental justice means ensuring that the environment and human health are protected fairly for all people regardless of race, color, national origin, or income. As part of compliance with applicable federal laws, federal agencies, including HUD, must consider how federally assisted projects may have disproportionately high and adverse human health or environmental effects on minority and low-income populations. The proposed project would consist of a 168-unit apartment complex, with 90 affordable units intended for residents earning either below 50 percent or 50 to 80 percent of the AMI for Placer County. In order to better meet the agency's responsibilities related to the protection of public health and the environment, the USEPA has developed the EJScreen mapping and screening tool, which provides socioeconomic and environmental information for a selected area. Pursuant to EJScreen Environmental Justice Indexes, which highlight block groups with the highest intersection of low-income populations, people of color, and a given environmental indicator, the project site is identified as being within Blockgroup 060610213285, which has a population of 292 residents in a 30.75-square-mile area. Table 7 summarizes the percentiles at which the blockgroup ranks relative to the entire State and nation for various environmental indicators (i.e., particulate matter 2.5 microns in diameter [$PM_{2.5}$], ozone, diesel PM [DPM], air toxics cancer risks, air toxics respiratory health impacts, traffic proximity, LBP, Superfund proximity, Risk Management Program [RMP] facility proximity, hazardous waste proximity, USTs, and wastewater discharge).

Table 7
EJ Indexes – State and National Percentiles

Environmental Indicator	State	Federal
$PM_{2.5}$	16	29
Ozone	21	42
DPM	11	22
Air Toxics Cancer Risk	18	39
Air Toxics Respiratory Hi	50	56
Toxic Releases to Air	7	6
Traffic Proximity	0	6
LBP	0	19
Superfund Proximity	14	26
RMP Facility Proximity	16	29
Hazardous Waste Proximity	2	21
USTs	0	0
Wastewater Discharge	15	31

Source: U.S. Environmental Protection Agency, EJScreen, 2023.

According to Table 7, Blockgroup 060610213285 ranks below the 60th federal and State percentiles for all environmental indicators, and below the 30th federal and State percentiles for the majority of environmental indicators. Therefore, the project site is not in an area where low-income populations, people of color, and a given environmental issue have been aggregated to a substantial degree, relative to other portions of the U.S. and State.

As discussed throughout this Environmental Assessment, the proposed project is consistent with the permitted uses allowed in the HDR land use designation and R3 zoning district. As demonstrated in this Environmental Assessment, compliance with applicable federal, State, and local regulations would ensure that all substantial adverse effects would not occur. As such, future residents of the project would not be disproportionately exposed to undue hazards relative to any other resident of the City of Roseville.

Based on the above, the proposed project would not result in adverse human health or environmental effects on minority and low-income populations, and impacts related to Executive Order 12898 would not occur.

Document Citation

U.S. Environmental Protection Agency. *EJScreen: Environmental Justice Screening and Mapping Tool*. Available at: https://www.epa.gov/ejscreen. Accessed July 2023. (Appendix E).

Environmental Assessment Factor	Impact Code	Impact Evaluation
COMMUNITY FACILITIES AND SERVICES		
Educational and Cultural Facilities	2	Public school services for the proposed project would be provided by the Roseville City School District and Roseville Joint Union High School District (RJUHSD). The Roseville City School District provides K-8 school services, while high school services are provided by the RJUHSD. The project site is located approximately 0.8-mile west of the Reigo Creek Elementary School, 0.9-mile north of Orchard Ranch Elementary School, and one mile north of West Park High School. The proposed project would be subject to the school district's impact fees, which would serve as the project's fair-share contribution for funding expanded educational services that could result from a student population increase generated by the project's future residents. Revenues generated through payment of the fee would ensure sufficient funds exist to pay for any expanded or new equipment or facilities deemed necessary by the aforementioned school districts. Therefore, impacts related to the increased use of educational facilities would not occur. Residents would have access to the Martha Riley Community Library, located 3.6 miles southeast of the project site. While residents of the proposed project could increase demand for such services, the increase would be relatively minor and would not necessitate the expansion of existing facilities or construction of new facilities. Additionally, payment of impact fees set forth in Section 4.52.050 of the Roseville Municipal Code would further reduce any impacts related to increased demand for library services due to buildout of the proposed project. Therefore, development of the proposed project would not cause impacts relating to increased use of educational and cultural facilities.
Commercial Facilities	2	Future residents of the proposed project would have access to several existing commercial facilities within the City of Roseville. Grocery stores, pharmacies, and restaurants are all located less than three miles away from the project site. A Raley's ONE Market and multiple restaurants are located in a shopping center approximately 1.5 miles east of the project site. Additionally, full buildout of the CSP would include 9.55 acres of Community Commercial space located approximately 1,650 feet south of the project site within Parcel C-40 of the CSP. Upon buildout, residents of the proposed project would have convenient access to the nearby commercial uses. As previously discussed, the proposed project would include the development of 168 total new residential units, which would

		amount to a 0.29 percent increase in population. A less than one percent increase in population would not increase demand on commercial facilities by a substantial amount. In addition, as previously discussed, areas within the CSP planned area are designated for new commercial facilities which could serve future residents of the proposed project. Therefore, impacts related to commercial facilities would not occur with implementation of the proposed project.
Health Care and Social Services	2	The City of Roseville contains multiple health care facilities, including the Sutter Health Hospital, located approximately 7.6 miles southeast of the project site, and the West Roseville Care Center, located approximately 1.5 miles southeast of the project site. As previously discussed, the project site is located approximately two miles from Roseville Transit's Local Route M bus stop at Pleasant Grove and Rothbury. In addition, the project site would be covered by Roseville Transit Arrow dial-a-ride service, which could provide public transit to such facilities without the use of a personal vehicle. Thus, both non-emergency and emergency services are accessible within proximity to the project site. Social services would be available to future residents of the proposed project through the Placer County Health and Human Services Department (PCHHS). Services include providing assistance with gaining access to CalFresh, Medi-Cal, CalWORKs, and other social service programs. The nearest PCHHS office to the project site is located at 1000 Sunset Boulevard, approximately five miles east of the project site. Therefore, social services are accessible by way of personal vehicles and the aforementioned public transit services. Based on the above, impacts related to health care and social services would not occur with implementation of the proposed project. <u>Document Citation</u> Placer County. *Health and Human Services*. Available at: https://www.placer.ca.gov/1679/Health-Human-Services. Accessed July 2023. (Appendix E).
Solid Waste Disposal / Recycling	2	Solid waste, recyclable material, and compostable material collection within the project area is provided by the City of Roseville's Waste Services Division and hauled to the Western Regional Landfill, located at 3013 Fiddyment Road. The Western Placer Waste Management Authority (WPWMA), which was established through a joint exercise of powers agreement between Placer County and the cities of Lincoln, Rocklin, and Roseville, manages the landfill. According to the California Department of Resources Recycling and Recovery (CalRecycle), the Western Regional Landfill has a projected closure date of January 1, 2058, a maximum permitted capacity

		of 36,350,000 cubic yards, and a remaining capacity of 29,093,819 cubic yards. As such, sufficient capacity exists at the landfill to accommodate the solid waste generated by the proposed project. With respect to waste that could be generated during construction activities, project construction would be temporary. In addition, pursuant to the California Green Building Standards Code (Title 24 CCR Part 11), otherwise known as the CALGreen Code, at least 65 percent diversion of construction waste is required for projects permitted after January 1, 2017. Thus, construction of the proposed project would not result in impacts related to solid waste generation. Based on the above, the project would be in compliance with all applicable regulations related to solid waste during project construction and sufficient capacity would be available to accommodate the disposal of waste and recyclables generated by the future project residents. Therefore, impacts related to solid waste disposal and recycling would not occur with implementation of the proposed project. <u>Document Citation</u> Western Placer Waste Management Authority. *About WPWMA*. Available at: https://wpwma.ca.gov/about-us/. Accessed July 2023. (Appendix E). California Department of Resources Recycling and Recovery. *CALGreen Construction Waste Management Requirements.* Available at: https://www.calrecycle.ca.gov/lgcentral/library/canddmodel/instruction/newstructures. Accessed July 2023. (Appendix E).
Waste Water / Sanitary Sewers	2	Wastewater generated by the CSP area would be treated at the Pleasant Grove Wastewater Treatment Plant (PGWWTP). As detailed in the Utilities Plan of the CSP, the CSP area is anticipated to generate approximately 0.36 million gallons per day (mgd) average dry weather wastewater flow. Wastewater flows from the CSP will be directed to the PGWWTP by a network of pipes installed within street right-of-ways (ROWs) or easements. According to the Roseville General Plan EIR, the PGWWTP was designed to treat 12 million gallons per day (mgd) average dry weather flow; however, due to high organic loading from water conservation and other factors, the PGWWTP's effective treatment capacity is approximately 9.5 mgd. The PGWWTP presently treats 7.1 mgd average dry weather flow and is operating at about 60 percent of rated flow capacity. Based on an operating capacity of 9.5 mgd, the 0.36 mgd average dry weather wastewater flow would represent a 0.04 percent increase on flows transported to the PGWWTP. Sanitary sewer pipes will range in size from eight to 15 inches.

		The sanitary sewer system will require one lift station, planned to be located in Parcel C-82 in the southwestern portion of the CSP, west of Westbrook Boulevard. The proposed project would include construction of new six- and eight-inch sanitary sewer lines that would extend out the northern boundary of the project site and connect to the existing 12-inch sanitary sewer line in the Celebrate Drive ROW. As part of ensuring new development pays a fair share for increased demand of various municipal services, Roseville Municipal Code Chapter 4.52 assesses the City's Public Facilities Fee, which must be paid by developers, prior to the issuance of any building permit. Thus, because the proposed project would require a building permit, the project would be subject to the City's Public Facilities Fee. In addition, Roseville Municipal Code Section 14.16.020 necessitates the payment of sewer connection fees as part of establishing new connection to the City's sanitary sewer system. The proposed project would additionally be subject to payment of the City's sewer connection fees. Revenues generated through the project's payment of the City's Public Facilities Fee and sewer connection fees would help fund expansions and upgrades to the City's wastewater conveyance system and PGWWTP deemed necessary by the City. Based on the above, impacts related to wastewater would not occur with implementation of the proposed project. <u>Document Citation</u> City of Roseville. *City of Roseville Municipal Service Review Update.* December 13, 2017. (Appendix E).
Water Supply	2	Water service is provided to the project site by the City of Roseville Environmental Utilities Department (Water Utility). The Water Utility obtains its surface water primarily from Folsom Lake, and also maintains and operates several aquifer storage and recovery well sites that provide additional water supplies to the City. The City also operates a recycled water distribution system, which is primarily used for irrigation purposes. The proposed project would connect to the existing 24-inch water main located parallel to the project site's western and northern boundaries in Westbrook Boulevard and Celebrate Drive, respectively. From the existing water lines adjacent to the site, a new 12-inch water line would be extended into the project site, to which the proposed residences would connect by way of new laterals. According to the City of Roseville 2020 Urban Water Management Plan (UWMP), which evaluates the water supply reliability of buildout of the City's General Plan planning area in accordance with adopted land uses, potable water supply is

		anticipated to be sufficient to accommodate projected demands through 2025 (see Table 7-2 of the 2020 UWMP). However, as detailed in Tables 7-3 and 7-4, respectively, of the 2020 UWMP, the City is projected to experience deficits during all single dry years through 2045, as well as deficits in the fourth and fifth years of a five-year multiple dry year scenario through 2045. To address the projected deficits, the City's 2020 UWMP includes a Water Shortage Contingency Plan (WSCP). The WSCP contains provisions that would be implemented during deficits to ensure adequate water supply is available to serve the City, including, but not limited to, placing restrictions on landscaping activities, prohibiting vehicle washing outside of facilities using recycled water, reducing the irrigation needs of golf courses, and, in extreme levels of drought, refusing commitments to provide water service as part of new land use entitlements. Given the proposed project's compliance with the 2020 UWMP and WSCP, impacts related to water supply would not occur. Additionally, pursuant to Roseville Municipal Code Section 14.08.025, the City has set forth water connection fees including a standard connection fee and an irrigation connection fee. Revenues generated from payment of the fees would pay for upgrades and/or expansions to the City's public water system. Payment of the City's standard connection fees would help fund expansions and upgrades to the City's water facilities, as deemed necessary by the City, and thus further serve to reduce the proposed project's potential impacts to water supplies. Based on the above, adverse effects related to water supply would not occur. <u>Document Citation</u> City of Roseville. *2020 Urban Water Management Plan.* July 2022. (Appendix E). City of Roseville. *Draft Water Shortage Contingency Plan.* May 2021. (Appendix E).
Public Safety - Police, Fire and Emergency Medical	2	The proposed project would be provided fire protection services from the Roseville Fire Department (RFD). Eight fire stations, as well as the Fire Training Center exist in the City of Roseville, with the nearest fire station being Fire Station 9, located at 2451 Hayden Parkway, approximately one mile southeast of the project site. Fire Station 9 would provide primary response, while Fire Station 5, located at 1565 Pleasant Grove Boulevard, would provide secondary response to the project site. The RFD employs approximately 119 personnel and maintains mutual and automatic aid agreements with the Placer County Fire Department, South Placer Fire Protection District, Rocklin Fire Department, and Sacramento Metropolitan Fire District.

		The proposed project would receive law enforcement services from the Roseville Police Department (RPD). The RPD is located at 1051 Junction Boulevard, approximately 5.6 miles southeast of the project site. As of 2022, the department is made up of 153 sworn officers and 70 professional-authorized personnel. RPD assigns sworn police officers to schools, offers numerous low- or no-cost recreational programs for youth, maintains a Social Services Unit and Crime Suppression Unit, and assigns officers to act as liaisons to neighborhood associations. According to their 2022 Annual Summary, the RPD dispatch center processed 103,371 calls for service. The CSP EIR anticipated full buildout of the CSP area would be covered by the RPD and RFD. While some increase in demand for fire and law enforcement services could occur as a result of the increase in population associated with development of the proposed project, due to the relatively low increase in population, the CSP EIR concluded that such an increase would not be considered substantial and could be met by current service providers. In addition, the developer would be required to pay all applicable development impact fees set forth in Chapters 9.27, 4.50, and 4.52 of the Municipal Code. Therefore, adequate fire and police protection services would exist to serve the demand generated through buildout of the project site with the proposed uses. Based on the above, impacts related to public safety would not occur with implementation of the proposed project. <u>Document Citation</u> City of Roseville. *Roseville Fire Department*. Available at: https://www.roseville.ca.us/government/departments/fire_department. Accessed July 2023. (Appendix E). City of Roseville. *Roseville Police Department*. Available at: https://www.roseville.ca.us/government/departments/police_department. Accessed July 2023. (Appendix E).
Parks, Open Space and Recreation	2	While the proposed project would not include the dedication of parkland, the project would include various amenities that would provide residents with outdoor recreational activities, including an outdoor community space with picnic tables and BBQ grills, a playground, and a dog relief area. Currently, the City of Roseville includes several parks and recreational facilities that would be available to future residents of the proposed project, including Kay Sakamoto Park, which is approximately 2,950 feet northeast of the project site. Other nearby facilities include Audrey Huisking Park, Jim Gray Park, Elizabeth Jane Fiddyment Park, Astill Family Park, Sierra Crossing Park, Bev Bos Park, and RG Phillips Park.

		The CSP Land Use Map also identifies a 6.8-acre park site northeast of the project site, across Celebrate Drive. Two neighborhood parks are also identified in the CSP along Pleasant Grove Creek, west of the project site. Overall, over 30 percent of the CSP area is planned for park and open space uses, equivalent to 30 acres per 1,000 residents. While some increase in demand for the City's parks and recreation facilities could occur as a result of the proposed project, the potential population increase would not be considered substantial and could be met by the CSP's planned facilities. Additionally, the project would be subject to the City's Public Facilities Fee, set forth in Section 4.52.050 of the Municipal Code, and the City-wide Park Fee, set forth in Chapter 4.38 of the Municipal Code. Both fees require payment prior to approval of building permits. Revenues generated through payment of the fees are used by the City, in part, to fund improvements and construction of parks and recreation facilities and ensure that the City maintains a parkland ratio of five acres per 1,000 residents. Thus, payment of all applicable fees would ensure that the proposed project pays a fair share to fund park and recreation facilities in the City. Considering the availability of parks and open space in the project vicinity, the provision of recreational facilities on-site, and the required payment of appropriate fees, impacts related to parks, open space, and recreation would not occur. <u>Document Citation</u> Roseville Parks and Recreation. *Parks and Places*. Available at: https://www.roseville.ca.us/government/departments/parks/parks_places. Accessed July 2023. (Appendix E).
Transportation and Accessibility	2	Access to the project site would be provided by way of a 27-foot-wide driveway that would serve as connection between Westbrook Boulevard and the western portion of the site. Westbrook Boulevard consists of two vehicle lanes, proceeds generally north-to-south, and intersects with Celebrate Drive. A secondary 27-foot-wide driveway would serve as another ingress/egress point to the project site along the northern boundary of the site, from Celebrate Drive. The inclusion of two access points would ensure adequate emergency access is available within the developed project site. Additionally, the project would include sidewalks throughout the project site to provide pedestrian access; a total of 291 on-site parking stalls, comprised of 204 standard stalls, 10 of which would be ADA-compliant, and 87 compact stalls; nine motorcycle parking spaces; and 10 bicycle parking spaces. Furthermore, a covered waiting area would be provided at the community center for Roseville Transit Arrow public transit services. Finally, as

		previously discussed, the project site is located approximately two miles from Roseville Transit's Local Route M bus stop at Pleasant Grove Boulevard and Rothbury Lane. Based on the above, the project site would be accessible to motor vehicles, pedestrians, bicyclists, and public transit riders. Traditionally, jurisdictions have used Levels of Service (LOS) to assess the significance of transportation-related impacts generated by proposed development projects. LOS represents a qualitative description of the traffic operations experienced by the driver along a roadway segment or at an intersection and ranges from LOS A, which represents the absence of congestion and little delay, to LOS F, which signifies excessive congestion and delays. Pursuant to the Circulation Element in the City's General Plan, the City aims to maintain a LOS C standard at a minimum of 70 percent of all signalized intersections and roadway segments. As detailed under Impact 4.3-3 in the City's General Plan EIR, the goals and policies established by the City's General Plan are designed to reduce congestion and accommodate existing and new travel demand through appropriate planning of new growth, establishing design standards for City roadways, providing adequate facilities and services to maintain LOS, and promoting infill development, walking, bicycling, and transit use. Through compliance with the applicable General Plan goals and policies, the General Plan EIR concluded that buildout of the General Plan planning area would not conflict with the City's ability to maintain LOS C at 70 percent of all signalized intersections and roadway segments. As discussed throughout this Environmental Assessment, the proposed project would comply with applicable policies, regulations, and standards established by the City and is consistent with the uses permitted within the HDR designation and R3 zoning district. Thus, the project would not result in impacts beyond what were concluded in the City's General Plan EIR. Additionally, pursuant to Sections 4.44.040 and 4.44.050 of the Roseville Municipal Code, the proposed project would be required to pay traffic mitigation fees based on the dwelling unit equivalent by area. The mitigation fee would help fund any improvements to circulation infrastructure or facilities deemed necessary by the City, and would therefore further reduce any impacts to transportation and accessibility created by the proposed project. Based on the above information, the proposed project would not cause impacts related to transportation and accessibility. <u>Document Citation</u>

		Institute of Transportation Engineers. *Trip Generation Manual, 9th Edition.* November 2012. (Appendix E). City of Roseville. *Final Environmental Impact Report for the Creekview Specific Plan*. April 2011. (Appendix E).

Environmental Assessment Factor	Impact Code	Impact Evaluation
NATURAL FEATURES		
Unique Natural Features, Water Resources	2	Examples of unique natural features include sand dunes, waterfalls, unique rock outcroppings, caves, canyons, endemic and/or disjunct plant/animal communities, coral reefs, unique stands of trees, and unique colonies of animals. The project site has been mass graded and does not include any unique natural features. Trees do not exist on the site. Thus, the project would not result in substantial adverse effects to unique natural features. Furthermore, as discussed in the Wetlands Protection and Wild and Scenic Rivers sections of this Environmental Assessment, the project site does not contain wetlands and is not located within the vicinity of an officially designated Wild and Scenic River. Therefore, the proposed project would not result in impacts to surface water. In addition, as detailed in the Soil Suitability, Slope, Erosion, Drainage, and Storm Water Runoff section of this Environmental Assessment, as part of compliance with the NPDES Construction General Permit, the proposed project would be required to prepare a SWPPP and incorporate BMPs to prevent erosion and drainage impacts during project construction. As such, compliance with the Construction General Permit and the provisions contained therein would ensure that impacts to water resources do not occur. Based on the above, impacts related to unique natural features and water resources would not occur with implementation of the proposed project. <u>Document Citation</u> U.S. Fish & Wildlife Service. *National Wetlands Inventory*. Available at: https://www.fws.gov/wetlands/data/Mapper.html. Accessed June 2023. (Figure 5).
Vegetation, Wildlife	2	As discussed in the Endangered Species section of this Environmental Assessment, IPaC and CNDDB queries were conducted to ascertain the extent to which plant and wildlife species protected under the Endangered Species Act could be present on-site. The site-specific queries did not identify any plant species protected under the Endangered Species Act. In

		addition, due to the project site's previous disturbance, suitable habitat for most protected wildlife species with potential to occur in the greater project vicinity is not available on-site. However, as discussed above, of the wildlife species identified through the IPaC and CNDDB queries, the proposed project could potentially impact the giant garter snake, green sturgeon, steelhead trout, longfin smelt, chinook salmon, and the western yellow-billed cuckoo. Additionally, the MBTA prohibits the take (including killing, capturing, selling, trading, and transport) of protected migratory bird and raptor species without prior authorization by the Department of the Interior. As previously discussed in the Endangered Species section of this Environmental Assessment, construction of the proposed project would not encroach upon the creek. In addition, the NPDES Construction General Permit would require a SWPPP and incorporation of BMPs to ensure that impacts associated with sedimentation, erosion, and contaminated runoff to Pleasant Grove Creek do not occur. Finally, due to the proposed project's residential nature, project operation would not result in impacts to Pleasant Grove Creek and any species potentially inhabiting the creek. Based on the above, the proposed project would not result in impacts to giant garter snake, green sturgeon, steelhead, longfin smelt, and chinook salmon. As previously discussed, the City of Roseville adopted the CSP in September 2012. As part of the CSP's adoption, the City certified an associated EIR, which includes mitigation measures to which construction facilitated by buildout of the CSP is subject. CSP Mitigation Measure 4.8-3 requires that trees be surveyed for nests by a qualified biologist no more than 30 days prior to the beginning of mass grading, preconstruction and non-breeding season exclusion measures be developed in consultation with the CDFW, and that, should the nest of a protected species be located in tree designated for removal, the removal is deferred. The proposed project, as a condition of approval, is required by the City to implement Mitigation Measure 4.8-3, which would ensure impacts to the western yellow-billed cuckoo and other nesting songbirds and raptors do not occur. Based on the above, impacts to vegetation and wildlife would not occur with implementation of the proposed project. <u>Document Citation</u> California Department of Fish and Wildlife. *CNDDB Rarefind 5.* Available at: https://apps.wildlife.ca.gov/rarefind/view/RareFind.aspx. Accessed June 2023. (Appendix E).
Other Factors	2	N/A

Environmental Assessment Factor	Impact Code	Impact Evaluation
CLIMATE AND ENERGY		
Climate Change Impacts	2	Global climate change is, by nature, a cumulative impact. GHG emissions contribute, on a cumulative basis, to the adverse environmental impacts of global climate change (e.g., sea level rise, impacts to water supply and water quality, public health impacts, impacts to ecosystems, impacts to agriculture, and other environmental impacts). A single project does not generate enough GHG emissions to contribute noticeably to a change in the global average temperature. However, the combination of GHG emissions from a project in combination with other past, present, and future projects could contribute substantially to the world-wide phenomenon of global climate change and the associated environmental impacts. Pursuant to HUD guidance, a HUD-assisted project should consider the potential future impacts of climate change on occupants of the project, specifically as they relate to residents' safety, wellbeing, and property from risks associated with hazardous conditions (i.e., flooding, sea level rise, drought, extreme heat, etc.) and site suitability (i.e., air quality, urban heat island effects, soil suitability, and water resources). The State's GHG emission reduction objectives are set forth through a number of regulations, including Executive Order S-03-05, Assembly Bill (AB) 32, EO B-30-15, and Senate Bill (SB) 375. Executive Order S-3-05 established California's GHG emissions reduction targets and laid out responsibilities among the State agencies for implementing the Executive Order and for reporting on progress toward the targets. In furtherance of the goals established in Executive Order S-3-05, the State Legislature enacted AB 32, which provided initial direction on creating a comprehensive, multi-year program to limit California's GHG emissions at 1990 levels by 2020 and initiate the transformations required to achieve the State's long-range climate objectives. AB 32 also required that the CARB prepare a "scoping plan" for achieving the maximum technologically feasible and cost-effective GHG emission reductions by 2020. Executive Order B-30-15 identified an interim GHG reduction target in support of targets previously identified under Executive Order S-3-05 and AB 32. Executive Order B-30-15 set an interim target goal of reducing GHG emissions to 40 percent below 1990 levels by 2030. SB 375 requires CARB to adopt regional GHG reduction targets for the automobile and light-truck sector for 2020 and 2035, and to update those targets every eight years.

		As noted previously, the project site is not located within a SFHA and, therefore, would not be subjected to substantial risks from flooding. The project would be required to prepare drainage and stormwater systems which would be required to comply with all applicable requirements set forth in Roseville Municipal Code Chapter 14.20; thus, on-site flooding would not occur as a result of the project. In addition, the project site is located approximately 88 miles east of the nearest coastal zone and, as such, the project site is not susceptible to risks associated with sea level rise. Similarly, the project site is not located in a Very High Fire Hazard Severity Zone. Thus, the site is not susceptible to wildfire risk. According to the FEMA National Risk Index, Placer County is shown to have a "Relatively Moderate" risk index of 89.3. The County is known to be susceptible to relatively high risk for drought, relatively moderate risk for avalanche, earthquake, landslide, and wildfire. The potential for all other categories of natural risk factors, such as risk of lightning, strong wind, tornado, and tsunami, are low risk, very low risk, or not applicable. The community resilience rating for Placer County is 87.2, which is considered a very high ability to prepare for anticipated natural hazards, adapt to changing conditions, and withstand and recover rapidly from disruptions when compared to the rest of the U.S. Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. An individual project's GHG emissions are at a micro-scale level relative to global emissions and effects to global climate change; however, an individual project could result in a cumulatively considerable incremental contribution to a significant cumulative macro-scale impact. The PCAPCD has adopted GHG emissions thresholds for construction and operations. For project construction, the PCAPCD established a threshold of 10,000 metric tons of carbon dioxide equivalent units per year ($MTCO_2e$/yr). The PCAPCD's operational thresholds begin with a screening emission level of 1,100 $MTCO_2e$/yr. If a project would exceed the screening threshold of 1,100 $MTCO_2e$/yr, then the project can be compared to the efficiency matrix. Projects that are below the applicable thresholds are judged by the PCAPCD as having a less-than-significant impact on GHG emissions within the PCAPCD and, thus, would not conflict with any State or regional GHG emissions reduction goals. Based on the modeling prepared for the proposed project, construction would result in GHG emissions of 340 $MTCO_2e$/yr, which is well below that PCAPCD's 10,000

		$MTCO_2e$/yr thresholds for construction. Thus, impacts related to GHG emissions would not occur during construction. During project operations, the project was modeled to generate approximately 1,642 $MTCO_2e$/yr, which would exceed the PCAPCD's screening thresholds. Thus, the project is further evaluated in comparison to the efficiency metric. Assuming that the proposed project would accommodate approximately 534 new residents, the project would have an operational efficiency of 3.07 $MTCO_2e$/yr/capita, which is below the applicable residential efficiency threshold of 4.5 $MTCO_2e$/yr/capita. Thus, impacts related to GHG emissions would not occur during operations. Overall, as demonstrated in this Environmental Assessment, compliance with applicable federal, State, and local regulations would ensure that all potentially significant environmental impacts, including those related to climate change, are reduced to a level of less than significant. As such, future residents of the project would not be disproportionately exposed to undue climate change hazards relative to any other resident of the City of Roseville. Based on the above, potential impacts related to climate change on future residents of the proposed project would not occur. <u>Document Citation</u> CalEEMod. *Creekview Apartments North Detailed Report.* July 2023. (Appendix A). Placer County Air Pollution Control District. *CEQA Air Quality Handbook*. November 21, 2017. (Appendix E).
Energy Efficiency	2	The proposed project would be subject to all applicable provisions of the CBSC, such as Title 24 of the CCR, the 2022 Building Energy Efficiency Standards (Title 24 CCR Part 6), and the CALGreen Code. Adherence to the current Building Energy Efficiency Standards and CALGreen Code would ensure that the proposed structures would consume energy efficiently. Required compliance with the CBSC would ensure that the building energy use associated with the proposed project would not be wasteful, inefficient, or unnecessary. In addition, the California Energy Commission is required by law to adopt standards every three years that are cost effective for homeowners over the 30-year lifespan of a building. The standards are updated to consider and incorporate new energy efficient technologies and construction methods in order to save energy, increase electricity supply reliability, increase indoor comfort, avoid the need to construct new power plants, and help preserve the environment. The 2022 Building Energy Efficiency

		Standards is a portion of the CBSC, which expands upon energy-efficiency measures from the 2019 Building Energy Efficiency Standards, went into effect starting January 1, 2023. The 2022 standards provide for additional efficiency improvements beyond the 2019 standards. During project construction, the proposed project would involve on-site energy demand and consumption related to use of oil in the form of gasoline and diesel fuel for construction worker vehicle trips, hauling and materials delivery truck trips, and operation of off-road construction equipment. However, all construction equipment and operation thereof would be regulated per the CARB's In-Use Off-Road Diesel Vehicle Regulation. The In-Use Off-Road Diesel Vehicle Regulation is intended to reduce emissions from in-use, off-road, heavy-duty diesel vehicles in California by imposing limits on idling, requiring all vehicles to be reported to CARB, restricting the addition of older vehicles into fleets, and requiring fleets to reduce emissions by retiring, replacing, or repowering older engines, or installing exhaust retrofits. The temporary increase in energy use occurring during construction of the proposed project would not result in a significant increase in peak or base demands or require additional capacity from local or regional energy supplies. In addition, project construction would be required to comply with all applicable regulations related to energy conservation and fuel efficiency, which would help to reduce the temporary increase in demand. Furthermore, the proposed project is an allowable use under the General Plan and the site's zoning designation. Therefore, the energy consumption associated with the proposed project has already been evaluated by the City. Based on the above, impacts related to energy consumption would not occur with implementation of the proposed project. <u>Document Citation</u> California Energy Commission. *2022 Building Energy Efficiency Standards Summary*. August 2021. (Appendix E).

Additional Studies Performed:

- CalEEMod. *Creekview Apartments North Detailed Report.* July 2023. (Appendix A)
- Geocon Consultants, Inc. *Phase I Environmental Site Assessment Updated Report Creekview Inclusionary (Lots C-40 and C-43) Roseville, California.* March 2023. (Appendix B)
- Kleinfelder. *Cultural Resources Identification Report for the Creekview Family Affordable Apartments Project Placer County, California.* April 2023. (Appendix C)
- Office of Historic Preservation. *Request for Section 106 Review of a HUD project for a multi-family construction project, Creekview Family Apartments North, at 3440 Westbrook Boulevard, Roseville, CA.* August 21, 2023. (Appendix D)

Field Inspection (Date and completed by):

- December 15, 2022: Field survey by Kleinfelder for Cultural Resources Identification Report.
- December 22, 2022: GeoCon Consultants, Inc. for Phase I Environmental Site Assessment.

List of Sources, Agencies and Persons Consulted [40 CFR 1508.9(b)]**:**

- Airnav.com. *Beale Air Force Base*. Available at: http://www.airnav.com/airport/BAB. Accessed August 2022. (Appendix E).
- Airnav.com. *Lincoln Regional Airport/Karl Harder Field.* Available at: https://www.airnav.com/airport/KLHM. Accessed August 2022. (Appendix E).
- California Air Resources Board. *Air Quality and Land Use Handbook: A Community Health Perspective.* April 2005. (Appendix E).
- California Department of Conservation. *California Important Farmland Finder.* Available at: https://maps.conservation.ca.gov/dlrp/ciff/. Accessed August 2022. (Appendix E).
- California Department of Fish and Wildlife. *California Department of Fish and Wildlife BIOS.* Available at: https://apps.wildlife.ca.gov/bios/. Accessed June 2023. (Figure 6).
- California Department of Fish and Wildlife. *CNDDB Rarefind 5.* Available at: https://apps.wildlife.ca.gov/rarefind/view/RareFind.aspx. Accessed June 2023. (Appendix E).
- California Energy Commission. *2022 Building Energy Efficiency Standards Summary*. August 2021. (Appendix E).
- California Environmental Protection Agency. *CalEPA Regulated Site Portal.* Available at: https://siteportal.calepa.ca.gov/nsite/map/results. Accessed July 2023. (Appendix E).
- California Department of Resources Recycling and Recovery. *CALGreen Construction Waste Management Requirements.* Available at: https://www.calrecycle.ca.gov/lgcentral/library/canddmodel/instruction/newstructures. Accessed July 2023. (Appendix E).
- City of Roseville. *2020 Urban Water Management Plan.* July 2022. (Appendix E).
- City of Roseville. *2021-2029 Housing Element.* August 2021. (Appendix E).
- City of Roseville. *City of Roseville Municipal Service Review Update.* December 13, 2017. (Appendix E).
- City of Roseville. *Draft Water Shortage Contingency Plan.* May 2021. (Appendix E).
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- City of Roseville. *Roseville Fire Department*. Available at: https://www.roseville.ca.us/government/departments/fire_department. Accessed July 2023. (Appendix E).
- City of Roseville. *Roseville Police Department*. Available at: https://www.roseville.ca.us/government/departments/police_department. Accessed July 2023. (Appendix E).
- Federal Emergency Management Agency. *Flood Insurance Rate Map 06061C0936H.* Available at: https://msc.fema.gov/portal/home. Accessed July 2023. (Figure 4).
- Institute of Transportation Engineers. *Trip Generation Manual, 9th Edition.* November 2012. (Appendix E).
- Placer County. *Health and Human Services*. Available at: https://www.placer.ca.gov/1679/Health-Human-Services. Accessed July 2023. (Appendix E).
- Placer County Air Pollution Control District. *CEQA Air Quality Handbook*. November 21, 2017. (Appendix E).

- Placer County Transportation Planning Agency. *Lincoln Regional Airport Land Use Compatibility Plan, Chapter 9 Background Data*. September 2021. Available at: https://www.pctpa.net/69osevil-regional-airport-land-use-compatibility-plan. Accessed July 2023. (Appendix E).
- Roseville Parks and Recreation. *Parks and Places*. Available at: https://www.roseville.ca.us/government/departments/parks/parks_places. Accessed July 2023. (Appendix E).
- U.S. Census Bureau. *Roseville city, California.* Available at: https://data.census.gov/cedsci/profile?g=1600000US0662938. Accessed July 2023. (Appendix E).
- U.S. Department of Agriculture, Natural Resources Conservation Service. *Web Soil Survey*. Available at: https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx. Accessed July 2023. (Appendix E).
- U.S. Department of Housing and Urban Development. *Acceptable Separation Distance (ASD) Electronic Assessment Tool.* Available at: https://www.hudexchange.info/programs/environmental-review/asd-calculator/. Accessed July 2023. (Appendix E).
- U.S. Environmental Protection Agency. *EJScreen: Environmental Justice Screening and Mapping Tool*. Available at: https://www.epa.gov/ejscreen. Accessed July 2023. (Appendix E).
- U.S. Environmental Protection Agency. *Sole Source Aquifers.* Available at: https://epa.maps.arcgis.com/apps/webappviewer/index.html?id=9ebb047ba3ec41ada1877155fe31356b. Accessed June 2023. (Figure 7).
- U.S. Fish & Wildlife Service. *Coastal Barrier Resources Act.* Available at: https://www.fws.gov/program/coastal-barrier-resources-act. Accessed June 2023. (Appendix E).
- U.S. Fish & Wildlife Service. *Critical Habitat for Threatened & Endangered Species.* Available at: https://fws.maps.arcgis.com/home/webmap/viewer.html?webmap=9d8de5e265ad4fe09893cf75b8dbfb77. Accessed June 2023. (Appendix E).
- U.S. Fish & Wildlife Service. *IPaC: Information for Planning and Consultation*. Available at: https://ecos.fws.gov/ipac/. Accessed July 2023. (Appendix E).
- U.S. Fish & Wildlife Service. *National Wetlands Inventory*. Available at: https://www.fws.gov/wetlands/data/Mapper.html Accessed July 2023. (Figure 5).
- U.S. Forest Service, National Park Service, Bureau of Land Management and the Fish and Wildlife Service. *National Wild and Scenic Rivers System.* Available at: https://www.rivers.gov/california.php. Accessed June 2023. (Figure 8).
- Western Placer Waste Management Authority. *About WPWMA*. Available at: https://wpwma.ca.gov/about-wpwma/. Accessed July 2023. (Appendix E).

Public Outreach [24 CFR 50.23 & 58.43]**:**

The project site is located within the CSP area, for which an EIR was prepared. As part of the EIR process, a public review period and a series of public meetings and workshops were held to solicit comments. The meetings were held in January and February of 2011, and the Final EIR was approved in April 2011.

Cumulative Impact Analysis [24 CFR 58.32]**:**

Cumulative impacts can result from incremental minor impacts that can be seen as collectively significant over time. Air quality, noise, and traffic are often the issues which present cumulative impacts. Cumulative impacts associated with air quality would be a result of construction and operation of the proposed development. However, construction-related equipment would be regulated by CARB, and construction would occur over a relatively short duration compared to the operational lifetime of the proposed project.

In addition, during project construction and operation, emissions would not exceed the applicable PCAPCD thresholds of significance (see Table 1, Table 2, and Table 3). Cumulative impacts related to noise would be a result of future development projects within the City, including the proposed project, incrementally affecting the future cumulative ambient noise environment. Under the cumulative conditions, the proposed project would not significantly contribute to the ambient noise environment during project operation, given that residential developments do not typically involve activities that exceed the above noise standards. During project construction, the project would comply with the allowed construction times established by Roseville Municipal Code Section 9.24.100. Finally, as cumulative development occurs within the City, traffic volumes along local roadways would increase relative to existing conditions. However, the proposed project is consistent with the R3 zoning district. As such, development of the project site with the proposed uses was generally planned as part of buildout of the General Plan, and evaluated as part of the General Plan EIR, which serves as a cumulative analysis. As discussed in the Transportation and Accessibility section of this Environmental Assessment, buildout of the project site with the proposed use would not contribute to impacts beyond what was anticipated in the General Plan EIR. Thus, given that the proposed project is consistent with the General Plan and would comply with all applicable policies and programs, the project would not result in any new impacts that that City has not previously anticipated. Finally, the proposed project is also consistent with what was discussed in the CSP EIR, which similarly analyzed cumulative impacts.

Alternatives [24 CFR 58.40(e); 40 CFR 1508.9]**:**

Off-Site Alternative

The Off-Site Alternative would include development of the proposed project at a different location. If an Off-Site Alternative were located outside the City of Roseville, the objectives and goals of the proposed project, which are primarily concerned with providing affordable housing for residents in the City, may not be met. Furthermore, the proposed project is a development project that would be consistent with the existing surrounding uses. The project site is currently in relatively close proximity to schools, grocery stores, public transportation, and other community resources. Any alternative location for the proposed project would be unlikely to improve the range and proximity of the amenities available to the future residents of the development beyond what is currently available at the project site.

Development of the proposed project at an alternative site would likely result in greater impacts than those analyzed under the proposed project, given that the alternative site is unlikely to be graded, and therefore physical environmental impacts would be greater. Alternative sites may be located in areas with greater biological resources, which would increase impacts, or in closer proximity to noise-generating uses, which would result in greater noise impacts at the project site. As discussed throughout this Environmental Assessment, the proposed project would not result in any substantial adverse impacts that could not be mitigated to a level of insignificance.

Reduced Intensity Alternative

Affordable housing for residents earning either less than 50 percent or 50 to 80 percent of the AMI for Placer County could be developed on-site at a reduced density under a Reduced Intensity Alternative, which would include construction of less structures as compared to the proposed project. However, a substantial reduction in the number of units could result in conflicts with the existing General Plan land use designation and zoning for the project site, due to density requirements. In addition, the proposed project would not be as economically feasible at a lower density, due to the increased cost per unit to build the affordable housing units. Although the Reduced Intensity Alternative would meet the need for the proposed project, the alternative would be at a reduced capacity of affordable on-site units and would hinder the City's ability to meet the affordable housing goals as described in the General Plan.

No Action Alternative [24 CFR 58.40(e)]**:**

Under the No Action Alternative, the project site would not be developed and, therefore, the site would remain unchanged. However, future development of the project site in accordance with the R3 zoning district could still occur and would be anticipated to consist of permitted uses in the same R3 zoning district. As such, development of the site through future proposals could result in similar residential land uses. However, because such uses would not necessarily include restrictions based on maximum income earning, such as that of the proposed project, the No Action Alternative could hinder the City's ability to achieve its affordable housing goals identified in the City's General Plan. For example, in the event that future development of the site would remain designated as a multi-family residential area, such development may or may not be affordable.

Summary of Findings and Conclusions:

The following areas of concern were evaluated and assigned an impact code 1, meaning potentially beneficial impacts are anticipated:

- Employment and Income Patterns.

The following areas of concern were evaluated and assigned an impact code 2, meaning no impact is anticipated:

- Conformance with Plans, Compatible Land Use and Zoning, Scale and Urban Design;
- Soil Suitability, Slope, Erosion, Drainage, Storm Water Runoff;
- Hazards and Nuisances including Site Safety and Noise;
- Demographic Character Changes, Displacement;
- Educational and Cultural Facilities;
- Commercial Facilities;
- Health Care and Social Services;
- Solid Waste Disposal, Recycling;
- Waste Water, Sanitary Sewers;
- Water Supply;
- Public Safety - Police, Fire and Emergency Medical;
- Parks, Open Space and Recreation;
- Transportation and Accessibility; and
- Unique Natural Features, Water Resources;
- Vegetation, Wildlife; and
- Other (Climate Change).

Mitigation Measures and Conditions [40 CFR 1505.2(c)]**:**

Summarize below all mitigation measures adopted by the Responsible Entity to reduce, avoid, or eliminate adverse environmental impacts and to avoid non-compliance or non-conformance with the above-listed authorities and factors. These measures/conditions must be incorporated into project contracts, development agreements, and other relevant documents. The staff responsible for implementing and monitoring mitigation measures should be clearly identified in the mitigation plan.

- CSP Mitigation Measure 4.8-3 Avoid Nesting Sites
- CSP Mitigation Measure 4.9-1 Cease Work and Consult with Qualified Archaeologist

Determination:

☒ **Finding of No Significant Impact** [24 CFR 58.40(g)(1); 40 CFR 1508.27]
The project will not result in a significant impact on the quality of the human environment.

☐ **Finding of Significant Impact** [24 CFR 58.40(g)(2); 40 CFR 1508.27]
The project may significantly affect the quality of the human environment.

Preparer Signature: _____ Date: 8/30/23

Name/Title/Organization: Rod Stinson, Vice President/Air Quality Specialist, Raney Planning & Management, Inc.

Certifying Officer Signature: _____ Date: 8/29/2023

Name/Title: Jessica Lynch, Environmental Coordinator, City of Roseville

This original, signed document and related supporting material must be retained on file by the Responsible Entity in an Environmental Review Record (ERR) for the activity/project (ref: 24 CFR Part 58.38) and in accordance with recordkeeping requirements for the HUD program(s).