+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 South 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 South 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 Blvd. 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:	2930 Blue Oaks Boulevard Roseville, CA 95747 Assessor's Parcel Number (APN): 017-490-025

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

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

Project Site Location, Existing Setting, and Surrounding Uses

The 3.88-acre project site, identified by APN 017-490-025, is located at 2930 Blue Oaks 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-43. Currently, the project site is devoid of structures and has been subjected to previous disturbance, having been mass graded as part of buildout of the CSP. The project site is bounded by Pleasant Grove Creek and a pedestrian walkway to the east, Blue Oaks Boulevard to the south, and Lower Bank Drive to the west. The project site is surrounded by existing single-family residences to the north; under construction commercial development to the west; undeveloped land to the east; and the Roseville Energy Park to the south, across Blue Oaks Boulevard. The City of Roseville General Plan and CSP designate the site as High-Density Residential (HDR). The site is zoned Multi-Family Housing (R3).

Proposed Project

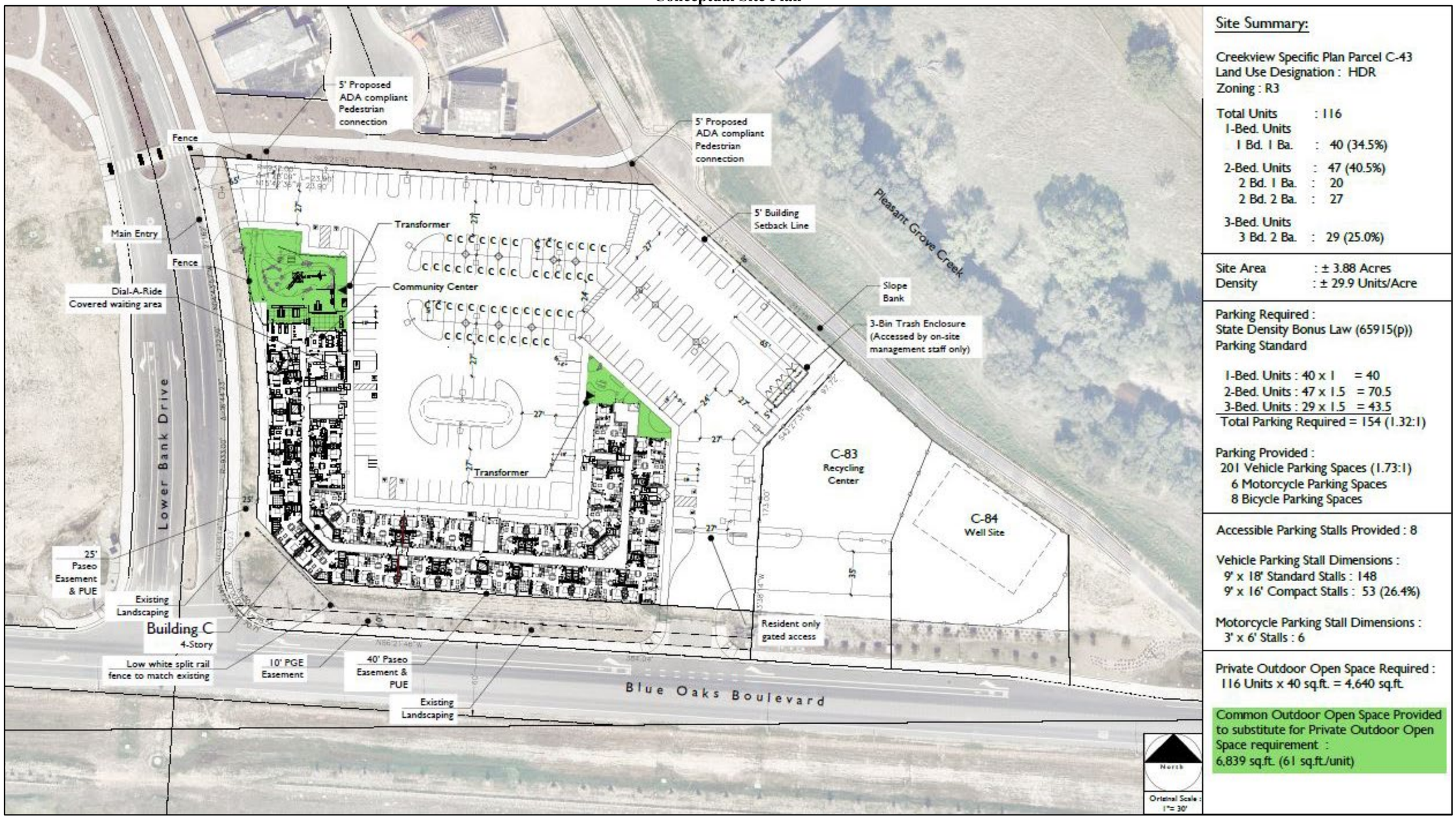
The proposed project would consist of a 120,481-square-foot (sf), four-story multi-family residential building comprised of 116 units. Of the unit total, 40 units would be one-bedroom units, ranging in size from 570 sf to 582 sf; 47 units would be two-bedroom units, ranging in size from 758 sf to 945 sf; and 29 units would be three-bedroom units, ranging in size from 1,029 sf to 1,030 sf (see Figure 3). A total of 111 units would be affordable, with 53 units reserved for very low-income households (less than 50 percent of the Area Median Income [AMI] for Placer County) and 58 units reserved for low-income households (50 percent to 80 percent of the AMI for Placer County).

The project would consist of various amenities, including a leasing/recreation center and outdoor amenities. The leasing/recreation center would feature 3,494 sf and be primarily comprised of a community room, manager's office for leasing, fitness center, and an outdoor covered community space with picnic tables and barbeque grills (see Figure 4). Additional outdoor amenities include a play area for children, a dog relief area, a picnic area, a trash enclosure with a three-foot landscape buffer, a Dial-A-Ride pick-up area with a covered bench, and a trail connection in the northeast corner of the project site (see Figure 5). As the units would not include private open space, which is required by the City, the project would instead include 6,829 sf of common outdoor space in lieu of the required private open space. With respect to site security, the project would include a six-foot tube steel fence around the perimeter of the project site and a six-foot steel pedestrian gate at the Blue Oaks Boulevard entrance.

Figure 1
Regional Vicinity Location

Figure 2
Project Site Boundaries

Figure 3
Conceptual Site Plan



Site Summary:

Creekview Specific Plan Parcel C-43
Land Use Designation : HDR
Zoning : R3

Total Units : 116
1-Bed. Units
1 Bd. 1 Ba. : 40 (34.5%)
2-Bed. Units : 47 (40.5%)
2 Bd. 1 Ba. : 20
2 Bd. 2 Ba. : 27
3-Bed. Units
3 Bd. 2 Ba. : 29 (25.0%)

Site Area : ± 3.88 Acres
Density : ± 29.9 Units/Acre

Parking Required :
State Density Bonus Law (65915(p))
Parking Standard

1-Bed. Units : 40 x 1 = 40
2-Bed. Units : 47 x 1.5 = 70.5
3-Bed. Units : 29 x 1.5 = 43.5
Total Parking Required = 154 (1.32:1)

Parking Provided :
201 Vehicle Parking Spaces (1.73:1)
6 Motorcycle Parking Spaces
8 Bicycle Parking Spaces

Accessible Parking Stalls Provided : 8

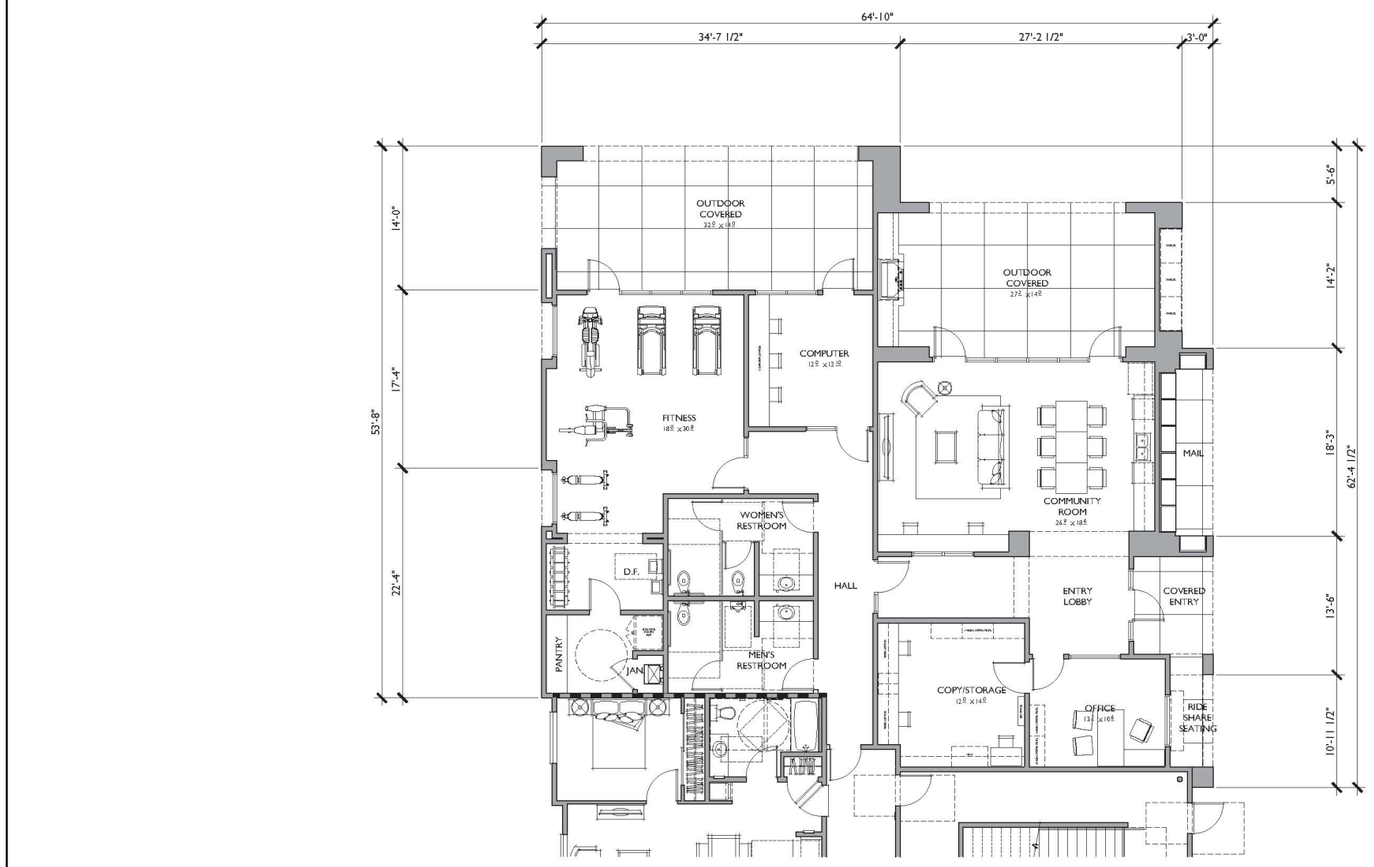
Vehicle Parking Stall Dimensions :
9' x 18' Standard Stalls : 148
9' x 16' Compact Stalls : 53 (26.4%)

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

Private Outdoor Open Space Required :
116 Units x 40 sq.ft. = 4,640 sq.ft.

Common Outdoor Open Space Provided to substitute for Private Outdoor Open Space requirement :
6,839 sq.ft. (61 sq.ft./unit)

Figure 4
Leasing/Recreation Center



FLOOR AREA TABLE	
ENTRY LOBBY	205 SQ. FT.
COMMUNITY ROOM	523 SQ. FT.
FITNESS	529 SQ. FT.
OFFICE	149 SQ. FT.
COPY / STORAGE	205 SQ. FT.
PANTRY	95 SQ. FT.
COMPUTER	165 SQ. FT.
RESTROOM	290 SQ. FT.
HALL	198 SQ. FT.
TOTAL INDOOR AREA	**2,360 SQ. FT.**
COVERED ENTRY	122 SQ. FT.
OUTDOOR COVERED	879 SQ. FT.
MAILBOXES / PARCEL	133 SQ. FT.
TOTAL	**3,494 SQ. FT.**

NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION

APPROVED BY THE ROSEVILLE PLANNING DIVISION

ENLARGED LEASING / RECREATION CENTER
Floor Plan

A 3.1

CREEKVIEW FAMILY AFFORDABLE APARTMENTS - PARCEL C - 43
Roseville, California

06.13.22

SCALE: 1/4" = 1'-0"

130.22187

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ISH PROPERTIES FUND

Figure 5
Preliminary Landscape Plan

PRELIMINARY PLANT PALETTE

BOTANICAL NAME	COMMON NAME	CONT SIZE	WUCOLS
BLUE OAKS BOULEVARD STREET TREE			
FRAXINUS PENNSYLVANICA 'PATMORE'	PATMORE GREEN ASH	24" BOX	L
LOWER BANK DRIVE STREET TREE			
ULMUS PROPINQUA	EMERALD SUNSHINE ELM	24" BOX	L
SITE TREES			
AFROCARPUS FALCATUS	AFRICAN FERN PINE	24" BOX	L
CEDRUS DEODARA	DEODAR CEDAR	24" BOX	L
CERCIS OCCIDENTALIS	WESTERN REDBUD	24" BOX	L
GINKGO BILOBA 'PRINCETON SENTRY'	MAIDENHAIR TREE	24" BOX	M
LAGERSTROEMIA 'NATCHEZ'	CRAPE MYRTLE	24" BOX	L
LAURUS NOBILIS	SWEET BAY	24" BOX	L
PISTACIA CHINENSIS	CHINESE PISTACHE	24" BOX	L
QUERCUS SUBER	CORK OAK	24" BOX	L
RHAPHIOLEPIS X 'MONTIC'	MAJESTIC BEAUTY INDIAN HAWTHORNE	24" BOX	L
SHRUBS, GRASSES & PERENNIALS			
ACHILLEA 'MOONSHINE'	MOONSHINE YARROW	5 GAL	L
AGAVE 'BLUE GLOW'	BLUE GLOW AGAVE	5 GAL	L
ARCTOSTAPHYLOS X 'HOWARD MCMINN'	HOWARD MCMINN MANZANITA	5 GAL	L
ASPIDISTRA ELATIOR	CAST IRON PLANT	5 GAL	L
BULBINE FRUTESCENS	STALKED BULBINE	5 GAL	L
CALLISTEMON 'LITTLE JOHN'	DWARF CALLISTEMON	5 GAL	L
CAREX DIVULSA	BERKELEY SEDGE	5 GAL	L
CEANOTHUS 'DARK STAR'	CALIFORNIA LILAC	5 GAL	L
CHONDROPETALUM TECTORUM	CAPE RUSH	5 GAL	L
CISTUS X HYBRIDUS	WHITE ROCKROSE	5 GAL	L
DIETES BICOLOR	FORTNIGHT LILY	5 GAL	L
EUONYMUS JAPONICUS 'GREEN SPIRE'	G. SPIRE EUONYMUS	5 GAL	L
FESTUCA MAIREI	ATLAS FESCUE	5 GAL	L
GREVILLEA X 'NOELLII'	GREVILLEA	5 GAL	L
KNIPHOFIA UVARIA 'BLAZE'	RED HOT POKER	5 GAL	L
LEUCOPHYLLUM FRUTESCENS 'COMPACTA'	TEXAS RANGER	5 GAL	L
LOROPETALUM CHINENSE	FRINGE FLOWER	5 GAL	L
MIMULUS 'JACK'	RED MONKEYFLOWER	5 GAL	L
NANDINA DOMESTICA 'COMPACTA'	HEAVENLY BAMBOO	5 GAL	L
PENNISETUM ALOPECUROIDES	FOUNTAIN GRASS	5 GAL	L
PENSTEMON 'MARGARITA BOP'	FOOTHILL PENSTEMON	5 GAL	L
PHLOMIS FRUTICOSA	JERUSALEM SAGE	5 GAL	L
PHORMIUM SPECIES	NEW ZEALAND FLAX	5 GAL	L
PHOTINIA FRASERI	FRASER'S PHOTINIA	5 GAL	L
PITTOSPORUM TOBIRA	MOCK ORANGE	5 GAL	L
POLYSTICHUM MUNITUM	WESTERN SWORDFERN	5 GAL	M
PRUNUS CAROLINIANA 'BRIGHT 'N TIGHT'	BRIGHT 'N TIGHT CAROLINA LAUREL	5 GAL	L
RHAPHIOLEPIS INDICA	INDIA HAWTHORNE	5 GAL	L
ROSA 'MEIRADENA'	ICECAP ROSE	5 GAL	L
ROSMARINUS 'TUSCAN BLUE'	TUSCAN BLUE ROSEMARY	5 GAL	L
SALVIA LEUCANTHA 'MIDNIGHT'	MEXICAN BUSH SAGE	5 GAL	L
SOLLYA HETEROPHYLLA	AUSTRALIAN BLUEBELL	5 GAL	L
TULBAGHIA VIOLACEA	SOCIETY GARLIC	5 GAL	L
VERBENA BONARIENSIS	PURPLE TOP	5 GAL	L
WESTRINGIA FRUTICOSA 'MORNING LIGHT'	MORNING LIGHT COAST ROSEMARY	5 GAL	L
GROUNDCOVER			
ARCTOSTAPHYLOS 'EMERALD CARPET'	MANZANITA	1 GAL	L
CEANOTHUS 'YANKEE POINT'	YANKEE POINT CEANOTHUS	1 GAL	L
CISTUS SALVIFOLIUS 'PROSTRATUS'	SAGELEAF ROCKROSE	1 GAL	L
ECHEVERIA ELEGANS	HENS AND CHICKS	1 GAL	L
LANTANA MONTEVIDENSIS	LANTANA	1 GAL	L
MAHONIA REPENS	CREEPING MAHONIA	1 GAL	L
ROSMARINUS OFFICINALIS 'HUNTINGTON CARPET'	ROSEMARY	1 GAL	L
SCAEVOLA 'MAUVE CLUSTERS'	FAN FLOWER	1 GAL	L
TRACHELOSPERMUM JASMINOIDES	STAR JASMINE	1 GAL	L

IRRIGATION DESIGN INTENT

1. THESE PLAN SHALL COMPLY WITH THE REQUIREMENTS OF THE STATE OF CALIFORNIA'S MODEL WATER EFFICIENT LANDSCAPE ORDINANCE (MWELO), AND THE CITY OF ROSEVILLE DESIGN GUIDELINES.
2. THE IRRIGATION SYSTEM SHALL BE DESIGNED TO PROVIDE THE MINIMUM AMOUNT OF WATER NECESSARY TO SUSTAIN GOOD PLANT HEALTH.
3. THE IRRIGATION SYSTEM IS TO BE A FULLY AUTOMATIC, WEATHER-BASED SYSTEM USING RAIN SENSOR, LOW FLOW DRIP AND BUBBLER DISTRIBUTION.
4. ALL SELECTED COMPONENTS SHALL BE PERMANENT, COMMERCIAL GRADE, SELECTED FOR DURABILITY, VANDAL RESISTANCE, AND MINIMUM MAINTENANCE REQUIREMENT.
5. THE SYSTEM SHALL INCLUDE A MASTER CONTROL VALVE AND FLOW SENSING CAPABILITY WHICH WILL SHUT DOWN ALL OR PART OF THE SYSTEM IF LEAKS ARE DETECTED.
6. THE IRRIGATION SYSTEM SHALL BE DESIGNED TO DELIVER WATER TO HYDROZONES BASED ON MOISTURE REQUIREMENTS OF THE PLANT GROUPING.
7. IRRIGATION SYSTEM SHALL BE DESIGNED FOR CONNECTION TO MUNICIPAL RECYCLED WATER.

PLANTING DESIGN INTENT

1. PLANT SPECIES SHALL BE SELECTED BASED ON LOCAL CLIMATE SUITABILITY, DISEASE AND PEST RESISTANCE, AND WATER-USE AS LISTED IN THE STATE OF CALIFORNIA'S MODEL WATER EFFICIENT LANDSCAPE ORDINANCE (MWELO) PLANT LIST, WUCOLS IV.
2. THE PLANTING DESIGN SHALL UTILIZE A VARIETY OF MEDITERRANEAN-STYLE, NATIVE, AND DROUGHT-TOLERANT PLANT SPECIES TO CREATE LAYERS OF COLOR AND TEXTURE TO COMPLEMENT THE ARCHITECTURE AND SETTING.
3. 80% OF PLANT MATERIAL TO BE NATIVE OR LOW WATER USE AND FOLLOW MWELO GUIDELINES.
4. NO PLANT CONSIDERED INVASIVE IN THE REGION AS LISTED BY THE CAL-IPC WILL BE USED.
5. TREE LOCATIONS SHALL BE DESIGNED FOR MAXIMUM AESTHETIC EFFECTS AND PASSIVE SOLAR BENEFITS, CREATING SUMMER SHADE AND WINTER SUN EXPOSURE, AND MAXIMIZE SHADE IN PUBLIC SPACES. A MIX OF EVERGREEN AND DECIDUOUS TREES WILL BE USED.
6. THE PLANTING DESIGN SHALL ALLOW FOR THE PLANTS TO REACH THEIR NATURAL, FULL-GROWN SIZE TO ELIMINATE THE NEED FOR EXCESSIVE PRUNING OR HEDGING.
7. PLANTS SHALL BE GROUPED IN HYDROZONES BASED ON WATER USE AND EXPOSURE.
8. ALL PLANTING AREAS SHALL RECEIVE A 3-INCH LAYER OF MULCH.
9. ALL TREES WITHIN 5' OF PAVEMENT SHALL USE TREE ROOT BARRIERS.
10. SHRUBS AND SCREEN PLANTINGS SHALL BE A MINIMUM OF FIVE GALLON IN SIZE IN ORDER TO PROVIDE IMMEDIATE EFFECTIVENESS. SHRUB GROUNDCOVERS MAY BE SPECIFIED IN EITHER FLATS OR ONE GALLON SIZES.

LEGEND

1. PUBLIC SIDEWALK
2. ENTRY MONUMENT SIGN
3. OUTDOOR COMMUNITY SPACE WITH PICNIC TABLES AND BBQ GRILLS
4. PLAY AREA FOR AGE GROUPS 2-5, 5-12, AND 13-17
5. CLASS II BIKE RACK, TOTAL 8 SHORT TERM PARKING SPACES PROVIDED
6. DOG RELIEF AREA
7. 6FT OPEN TUBE STEEL FENCE, COLOR MATCH SW6258 TRICORN BLACK
8. VEHICULAR GATE, ACCESS CONTROLLED
9. 6FT TUBE STEEL PEDESTRIAN EXIT GATE, ACCESS CONTROLLED
10. LOW WHITE SPLIT RAIL FENCE TO MATCH EXISTING
11. MASONRY WALL, BY OTHER
12. PICNIC AREA
13. TRASH ENCLOSURE WITH 3FT MIN LANDSCAPE BUFFER
14. DIAL-A-RIDE PICK-UP WITH COVERED BENCH
15. PARKING LOT TREE, SEE SHEET L1.3 FOR SHADE DIAGRAM
16. TRAIL CONNECTION
17. OFFSITE IMPROVEMENTS, BY OTHERS
18. 5FT MIN ACCESSIBLE PATH TO PUBLIC SIDEWALK

APPROVED BY THE ROSEVILLE PLANNING DIVISION

N

L1.2

PRELIMINARY LANDSCAPE PLAN, NOTES & PLANT LIST

CREEKVIEW FAMILY AFFORDABLE APARTMENTS - PARCEL C - 43

Roseville, California

0 15' 30' 60' 90'
SCALE: 1" = 30'-0"

06.13.22

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With respect to site access and parking, site access would be provided by Blue Oaks Boulevard with a gated resident-only access point, as well as a main entrance provided by Lower Bank Drive. The width of the driveways and drive aisles would be 27 feet. A total of 201 surface parking spaces would be provided on-site, with eight stalls designed in compliance with the Americans with Disabilities Act (ADA). In addition, the project would include six motorcycle parking spaces and eight bicycle parking spaces.

Water and sewer service 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 16- and 24-inch water lines in Lower Bank Drive and Blue Oaks Boulevard, 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. Similarly, from the eight-inch sewer line in Lower Bank 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 detention basins in the northwest corner, southern perimeter, southeast corner, and center of the project site that would convey flows to a new 18- and 12-inch line located in the northern and southern portion of the site. Flows would then be conveyed to the existing 24-inch line in Lower Bank Drive and the existing 28-inch line in Blue Oaks Boulevard.

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 111 affordable units for households, ranging from a minimum of less than 50 percent to a maximum of 80 percent of the AMI for Placer County 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 affordable housing in a newly developed area, the proposed project would further the aforementioned goals.

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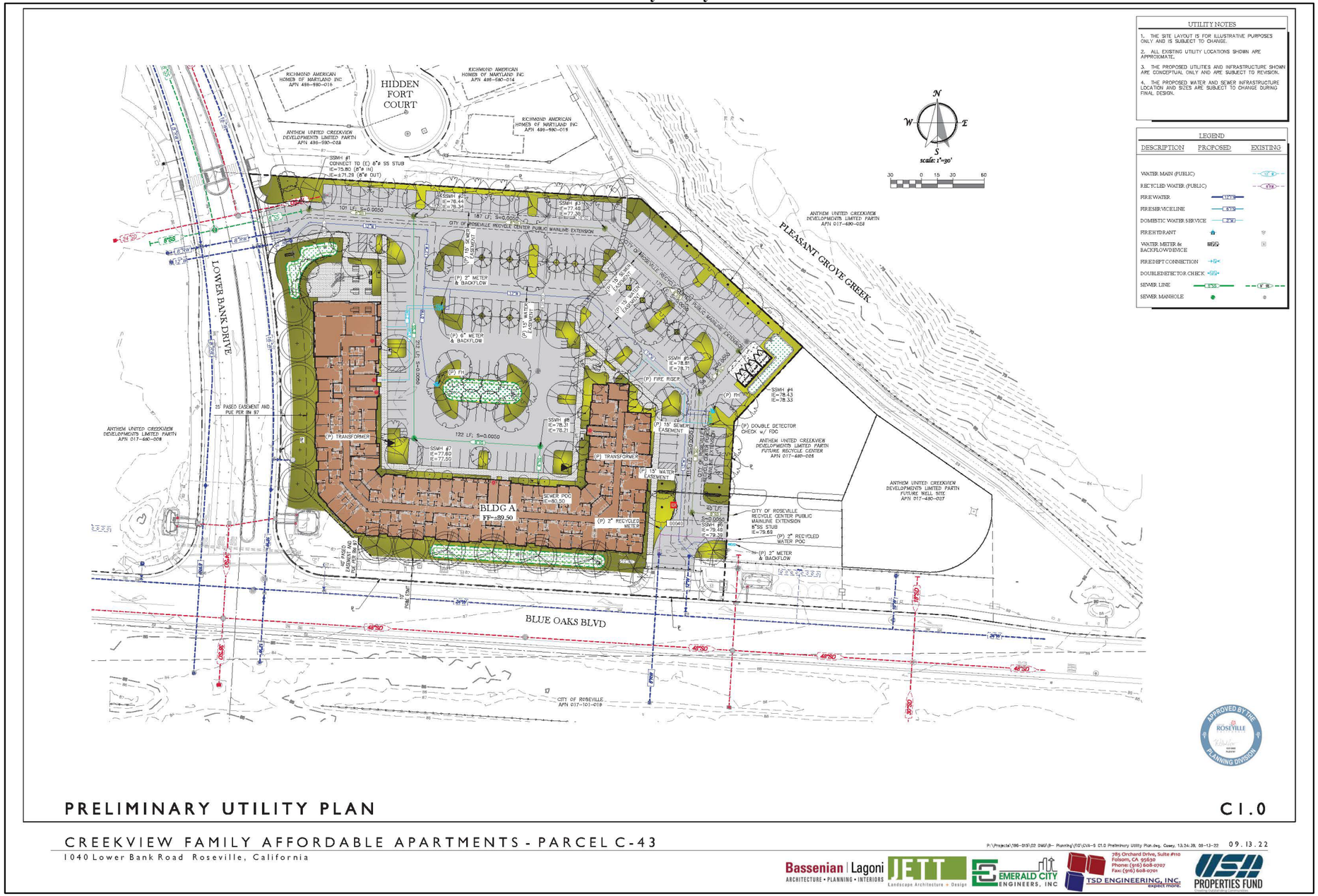
1 City of Roseville. *2021 Housing Element.* August 2021.

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

Figure 6
Preliminary Utility Plan



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

Existing Conditions

The proposed project is part of the CSP which includes 501 acres north and west of the Roseville Specific Plan. The CSP provides for development of 2,011 single-family and multi-family residential units, approximately 136 acres of open space, 15.7 acres of neighborhood parks, a school, 2.6 acres of utility sites, and 19.3 acres of commercial development. As previously discussed, the project vicinity, including the project site, has already been mass graded as part of buildout of the CSP. The area south of Pleasant Grove Creek, which includes the project site, is flat, with a portion of the area developed with residences and other portions, such as the project site, undeveloped. The nearest public airport to the project site is the Lincoln Regional Airport, located approximately 7.75 miles to the northeast (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 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 Special Flood Hazard Area (SFHA). However, the project site is adjacent to Pleasant Grove Creek, which is an SFHA.

According to the U.S. Fish and Wildlife Service's (USFWS) National Wetlands Inventory (NWI), the nearest surface water source to the project site is Pleasant Grove Creek, which is a freshwater emergent wetland located approximately 120 feet west of the project site (see Figure 9). The NWI classifies the creek as PEM1A which denotes that the wetland is palustrine (P), emergent (EM), persistent (1), and temporarily flooded (A). In addition, a freshwater forested/shrub wetland is located approximately 130 east of the project site, and a riverine habitat is also located approximately 130 east of the project site. Wetland areas identified by the NWI to the west of the project site have been previously graded. The project site is located approximately 88 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 Wild and Scenic River to the project site is the American River, located approximately 12.5 miles to the south (see Figure 12).

Figure 7
Nearest Airport Map

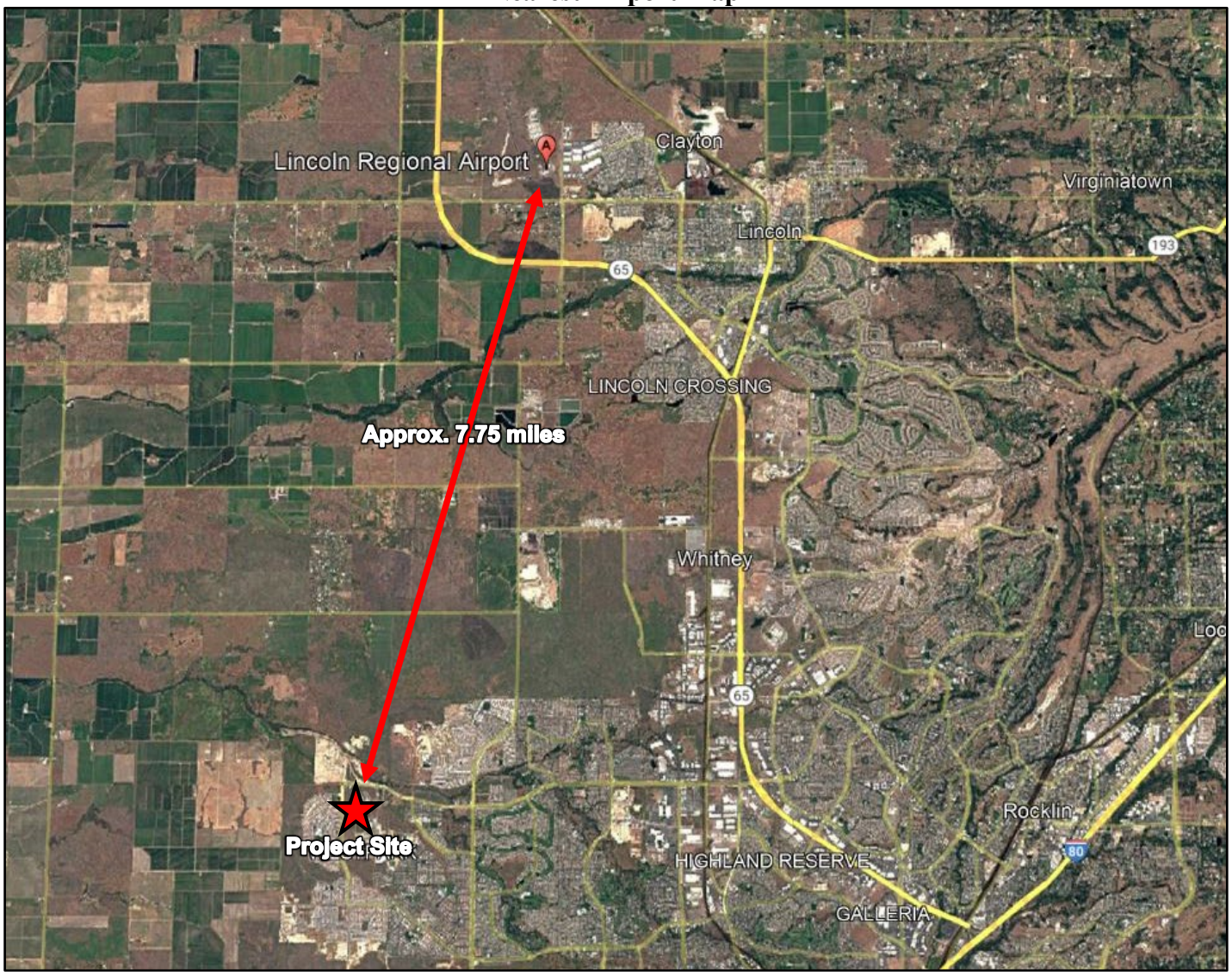


Figure 8
FEMA Flood Map

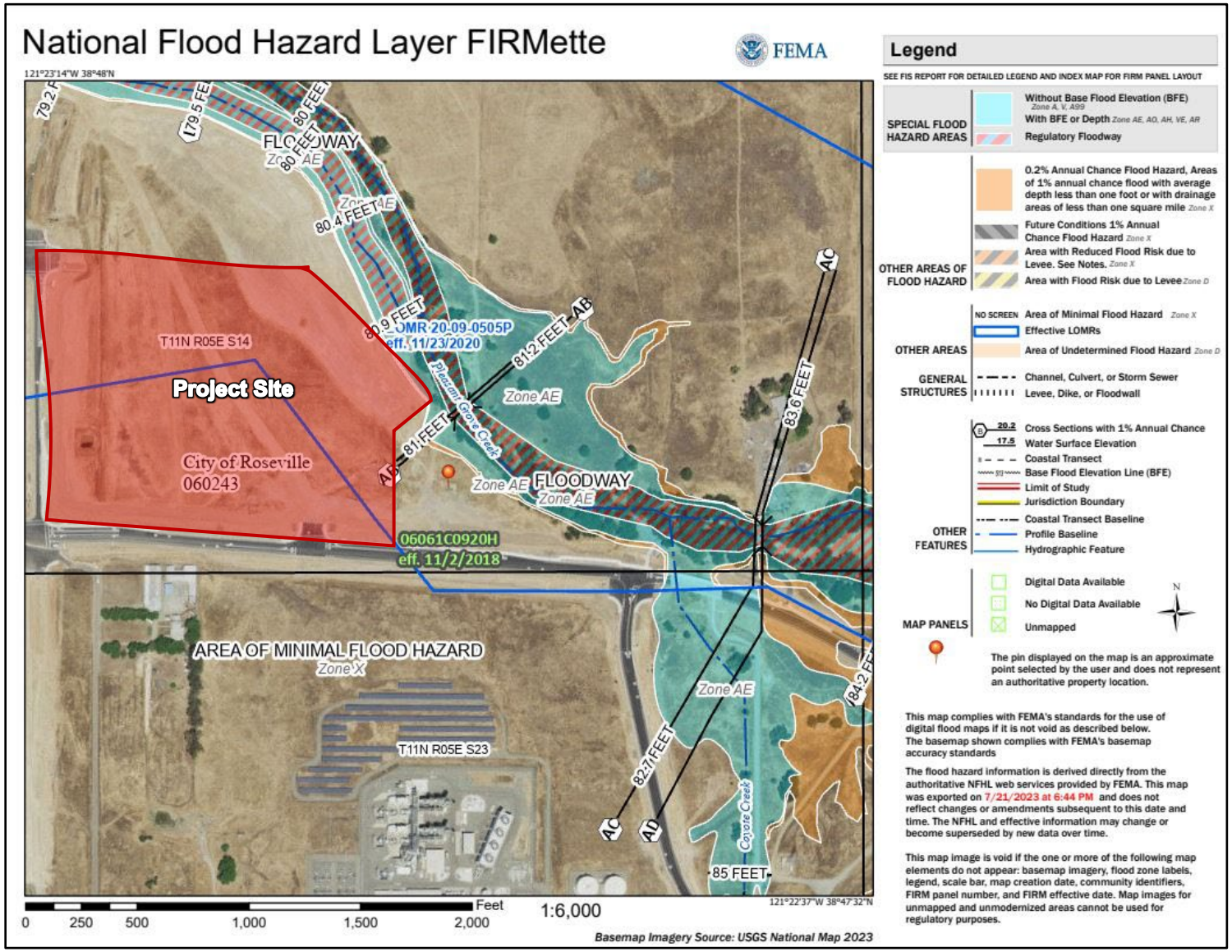
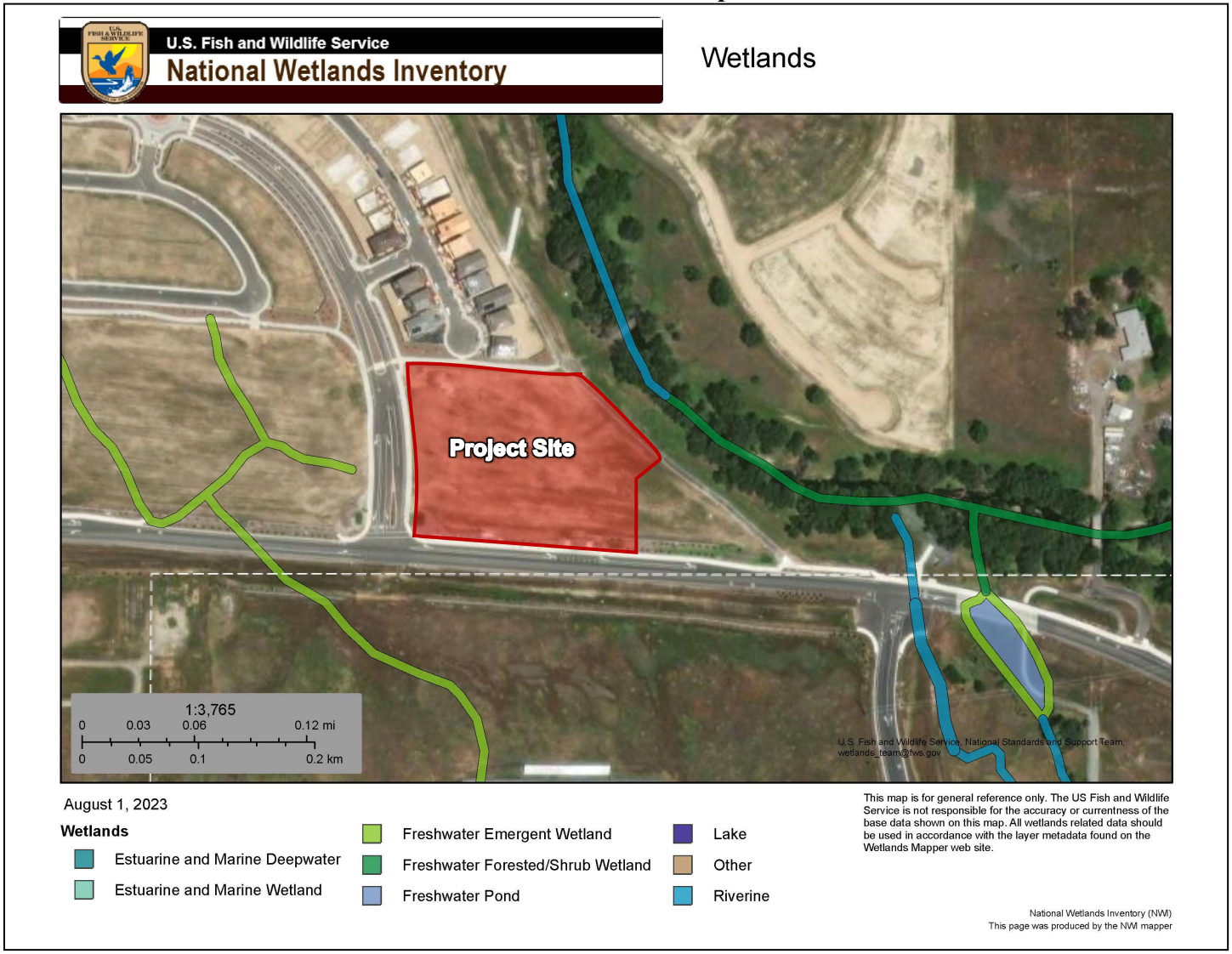


Figure 9
NWI Wetlands Map

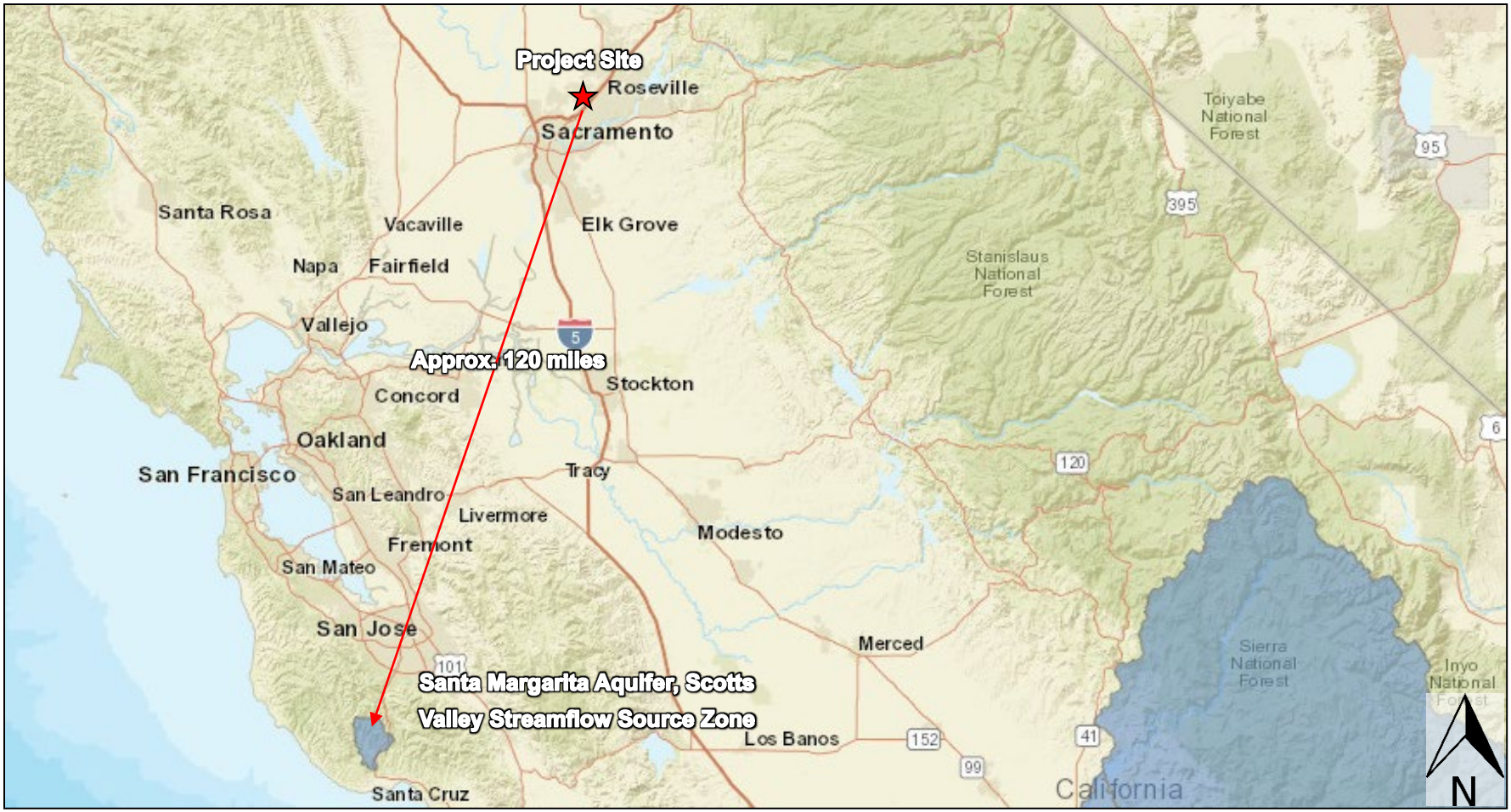


Source: U.S. Fish and Wildlife Service. National Wetlands Inventory. Accessed July 2023.

Figure 10
Coastal Zone Boundary

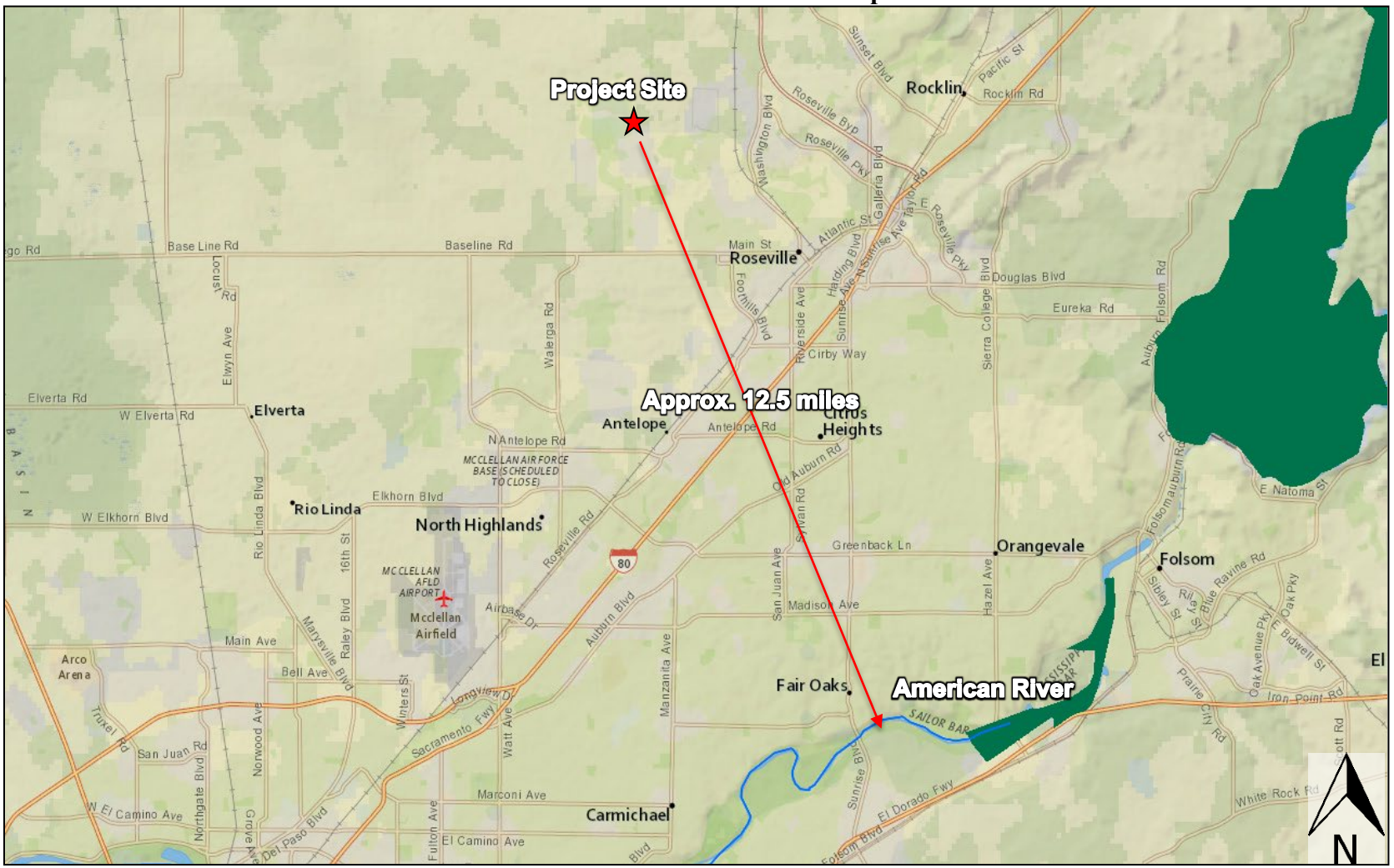
Source: California Department of Fish and Wildlife. BIOS. Accessed July 2023.

Figure 11
Sole Source Aquifer Map



Source: U.S. Environmental Protection Agency. Sole Source Aquifers. Accessed July 2023.

Figure 12
Wild and Scenic Rivers Map



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

Funding Information

Estimated Total HUD Funded Amount:

$2,852,423.66 (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 $49,300,000, $2,852,423.66 of which would be funded through HUD Section 8 Project-Based Vouchers 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 airport to the project site is the Lincoln Regional Airport, located approximately 7.75 miles to the northeast. Thus, the project site is not located within 2,500 feet of a civilian airport or 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 July 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 conflict with either the CRBA or the CBIA. Document Citation U.S. Fish & Wildlife Service. *Coastal Barrier Resources Act.* Available at: https://www.fws.gov/program/coastal-barrier-resources-act. Accessed July 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 entirety of the project site is within Zone X, identified as an Area of Minimal Flood Hazard (see Figure 8). As such, the project site is not within a SFHA. It should be noted that the project site is adjacent to an SFHA, Pleasant Grove Creek. However, all components constructed as part of the proposed project would be sited outside of the 100-year floodplain associated with Pleasant Grove Creek. Additionally, of the components constructed as part of the project, the proposed residences would be built furthest from the 100-year floodplain. Furthermore, pursuant to Roseville Municipal Code Section 14.20.230, the proposed project would include installation of new storm drain lines and bio-retention facilities designed in compliance with the applicable provisions of the West Placer Storm Water Quality Design Manual and the Roseville Design and Construction Standards. Compliance with such standards would ensure runoff from the developed project site is managed accordingly

		so as to prevent excessive rates and volumes of runoff to the creek and to 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 Insurance Reform Act would not occur. <u>Document Citation</u> 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 in pounds per day (lbs/day) are presented in Table 1.

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 2020.4.0 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	5.63	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	3	55
NO_X	2.49	55
PM_{10}	4.27	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. <u>Cumulative Emissions</u> 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. <u>Toxic Air Contaminants</u> 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 immediately north of Blue Oaks Boulevard, which is considered an arterial roadway. However, per the City of Roseville General Plan EIR, the segment of Blue Oak Boulevard in which the project site is located receives a

		daily average of 2,500 trips. 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. <u>Document Citation</u> 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 South Project.* July 2023. (Appendix A). City of Roseville. *2035 General Plan Update Final EIR.* [pg.4.6-9]. August 2020. (Appendix E).
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 88 miles outside of 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. <u>Document Citation</u> California Department of Fish and Wildlife. *California Department of Fish and Wildlife BIOS*. Available at: https://apps.wildlife.ca.gov/bios6/. Accessed July 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 (UST) (which is not a residential fuel tank). A Phase I Environmental Site Assessment (ESA) was prepared for both Parcels C-40 and C-43 within the CSP area by Geocon Consultants, Inc. 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 American Society for Testing and Materials (ASTM) International 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 REC 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 previously conducted ESAs that included the project site; publicly available local, State, tribal, and federal environmental record sources, including the California Department of Toxic Substances Control (DTSC's) EnviroStor database; historical information sources, such as aerial photographs, topographic maps, and City directories; a written questionnaire with the project site owner, and a reconnaissance of the project site to review site use and current conditions. The review of federal, State, local, and tribal regulatory databases did not identify hazardous materials violations or discharges 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 by 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. None of the requests identified previous hazardous material uses associated with the site. Other documented environmental assessment or cleanup sites were not identified within 0.25-mile of the project site. In addition, previous ESAs that included the project site were reviewed as part of the Phase I ESA. In 2013, a tenant resident area within Lot C-43 and a water supply well northwest of the property were recommended to be properly abandoned in accordance with Placer County requirements. The water well was destroyed in July 2019. All other ESAs concluded that further environmental assessment of the property was not warranted at each given time. The reconnaissance of the project site was conducted on December 22, 2022. The project site was confirmed to be graded and vacant. Overall, the reconnaissance did not find documentation or physical evidence of soil, gas, or groundwater impairments associated with the use or past use of the project site that would indicate the likely presence of an environmental condition. Based on the findings of the Phase I ESA, RECs, historical RECs, and controlled RECs were not identified 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.

		Document Citation Geocon Consultants, Inc. *Creekview Inclusionary (Lots C-40 and C-43) Roseville, California Phase I Environmental Site Assessment Updated Report.* 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 a 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) 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) conservancy fairy shrimp; and (5) vernal pool tadpole shrimp. The IPaC query additionally concluded that critical habitat is not available on-site. 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) Pleasant Grove 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: (6) green sturgeon; (7) western yellow-billed cuckoo; (8) steelhead; (9) chinook salmon; (10) longfin smelt; and (11) giant garter snake.

		The project site is located within a previously mass graded area as a result of buildout of the CSP. 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, because the project site does not contain aquatic features, the site would not be capable of supporting vernal pool fairy shrimp, vernal pool tadpole shrimp, longfin smelt, steelhead trout, or chinook salmon. Similarly, valley elderberry longhorn beetles require the presence of elderberry shrubs, which do not occur on-site due to the previous grading of the site, 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. Additionally, longfin smelt, steelhead trout, or chinook salmon may also occur in the creek. As such, Pleasant Grove Creek, which is located parallel to the eastern boundary of the project site, could potentially offer suitable habitat to support giant garter snake, longfin smelt, steelhead trout, or chinook salmon. However, construction of the proposed structures, parking areas, fencing, and underground utility improvements would not encroach upon the creek. 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 indirect impacts associated with the creek do not occur. Additionally, due to the proposed project's residential nature, project operation would not result in impacts to the creek and protected species of which the creek accommodates, 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, longfin smelt, steelhead trout, or chinook salmon. Finally, the vegetation associated with the creek provides potential nesting habitat for the western yellow-billed cuckoo. If the species 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), which would require similar protective measures as the western yellow-billed cuckoo, are discussed further in the Vegetation and Wildlife section of this Environmental Assessment. The CSP EIR requires mitigation measures to address potential adverse effects associated with various environmental issue areas. As part of ensuring potential adverse effects do not occur to species protected under the Endangered Species Act the City would condition the proposed project to implement applicable mitigation measures to ensure that mass grading does not disturb active nesting sites (see CSP Mitigation Measure 4.8-3 Avoid Nesting Sites). Mitigation Measure 4.8-3 would address potential impacts to the western yellow-billed cuckoo by ensuring that all trees are surveyed for active nests prior to mass grading activities and that preconstruction and non-breeding season exclusion measures shall be developed in consultation with California Department of Fish and Wildlife (CDFW). Based on the above, the project's required compliance with the CSP Mitigation Measure 4.8-3 would ensure adverse effects to birds protected under the Endangered Species Act would not occur. Thus, the proposed project would be consistent with HUD policy, as described in 50 CFR Part 402, and the project would not result in adverse effects related to endangered species.

		Document Citation 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 July 2023. (Appendix E). California Department of Fish and Wildlife. *California Natural Diversity Database: Rarefind 5.* Available at: https://apps.wildlife.ca.gov/rarefind/view/RareFind.aspx. Accessed July 2023. (Appendix E). U.S. Fish & Wildlife Service, Sacramento Fish & Wildlife Office. *Species Information: Giant Garter Snake*. Available at: https://www.fws.gov/species/giant-garter-snake-thamnophis-gigas. Accessed July 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 was calculated based on the size of the tanks and conservative assumptions (see Table 4).

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
Roseville Energy Park	2,999	850	437/83
Pleasant Grove Wastewater Treatment	59,999	2,100	1,523/ 334

The first AST site, Roseville Energy Park, is located at 5120 Phillip Road, approximately 850 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, a substantial adverse effect would not occur.

The second AST site, Pleasant Grove Wastewater Treatment Plant, is located at 5051 Westpark Drive, approximately 2,100 feet southwest 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, a substantial adverse effect would not occur.

Based on the above, the ASTs are located at distances from the project site that exceed 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. <u>Document Citation</u> Department of Toxic Substances Control. *Envirostor Database*. Available at:. https://www.envirostor.dtsc.ca.gov/public/map/?global_id=38330005 Accessed July 2023. (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). Geocon. *Creekview Inlcusionary (Lots C-40 and C-43) Roseville, California Phase I Environmental Site Assessment Updated Report.* March 2023. (Appendix B). 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 importance of farmlands to the national and local economy requires the consideration of the impact of activities on land adjacent to prime or unique farmlands. The purpose of the Farmland Protection Policy Act (FPPA) (7 USC Section 4201 et seq, implementing regulations 7 CFR Part 658, of the Agriculture and Food Act of 1981, as amended) is to minimize the effect of federal programs on the unnecessary and irreversible conversion of farmland to nonagricultural uses. 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." However, while the purpose of the FPPA is 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, installation of utility infrastructure, and paving of project roadways. As such, the project is already committed to urban development by the CSP and the FPPA would not apply. Therefore, the project does not include any activities that could potentially convert agriculture land to a different land use including farmlands, and impacts associated with the FPPA of 1981would 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 ☒	The provisions of Executive Order 11988, Floodplain Management, require federal activities to avoid impacts to floodplains and to avoid direct and indirect support of floodplain development to the extent practicable. For projects located within the 100-year floodplain, HUD policy provides that projects involving critical actions are subject to an eight-step process set forth in 24 CFR Part 55.20. As noted previously, according to the FEMA FIRM 06061C0920H, the entirety of the project site is within Zone X, identified as an Area of Minimal Flood Hazard (see Figure 8). Although the project site is adjacent to an SFHA, Pleasant Grove Creek, all components constructed as part of the proposed project would be sited outside of the 100-year floodplain, and of the components constructed as part of the project,

		the proposed residences would be built furthest from the 100-year floodplain. Because the project site is not located within a FEMA SFHA, impacts related to Executive Order 11988, Floodplain Management 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).
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. As part of the project analysis, a Cultural Resources Identification Report (CRIR) was prepared for the proposed project by Kleinfelder (see Appendix D). As part of the CRIR, the North Central Information Center (NCIC) reviewed records to determine if any known cultural resources exist in the vicinity of the project site. The NCIC's search determined that previously recorded cultural resources do not exist within a 0.25-mile radius of the project site. In addition, 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. Overall, based on the aforementioned results, the CRIR determined that the discovery of historic cultural resources or tribal cultural resources is

		not anticipated to occur during development of the proposed project. Pursuant to Section 106 of the NPHA, project notification letters were submitted to interested tribes 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. None of the notified tribes requested consultation within the response period. However, it should be noted that Shingle Springs Band of Miwok Indians responded to the letter sent for the Creekview Family Apartments North Project, which is approximately 0.3-mile north of the project site. The Shingle Springs Band of Miwok Indians did not request to consult and only requested to be notified of updates as the Creekview Family Apartments North Project (Parcel C-40) progresses. The City agreed to provide updates. Due to the project site's proximity to Parcel C-40, the City also contacted the tribe to verify that they are not interested in consultation regarding the proposed project. A letter requesting review of the findings of the historic records search 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 response to the SHPO on August 23, 2023 detailing that none of the contacted tribes requested to consult. 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. The CSP EIR requires mitigation measures to address potential adverse effects associated with various environmental issue areas. As part of ensuring potential adverse effects related to cultural resources do not occur, the City would condition the proposed project to implement measures to ensure that should any cultural resources be encountered during any subsurface development activities, work would be suspended within 100-feet of the find and qualified archeologists would assess the find. In addition, in the event that the human remains are discovered, the County Coroner would immediately be notified, and if the remains are determined to be Native American, direction provided by the NAHC would be adhered to in the treatment and disposition of the remains (see CSP Mitigation Measure 4.9-1 Cease Work and Consult with Qualified Archaeologist). Based on the above, the project's required compliance with the CSP Mitigation Measure 4.9-1 would ensure adverse effects to cultural resources would not occur. Thus, the proposed project would be consistent with HUD policy, as described in 36 CFR Part 800 and the project would not result in adverse effects related to historic preservation. <u>Document Citation</u> Office of Historic Preservation. Creekview Family Apartments South Project, Roseville, CA. July 21, 2023 (Appendix C). Kleinfelder. *Cultural Resources Identification Report for the Creekview Family Affordable Apartments Project Placer County, California*. April 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-regulated (FAA) 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. In accordance with HUD guidance, the nearest major roadway to the project site is State Route (SR) 65, which is approximately 4.5 miles to the east of the project site. Therefore, the project site is not located within 1,000 feet of a major roadway. The nearest railroad is the Union Pacific Railroad, located approximately six miles to the southeast. Therefore, the project site is not located within 3,000 feet of an active railroad. The closest airport is the Lincoln Regional Airport, located approximately 7.75 miles to the northeast. The Lincoln Regional Airport is within 15 miles of the project site, and therefore could be a potential noise generator. However, pursuant to the Lincoln Regional Airport Land Use Compatibility Plan, the 65 dB noise contour does not extend past Aviation Boulevard on the east of SR 65, approximately 6.5 miles north of the project site. Given the project site's distance from the 65 dB noise contour, noise generated as part of Lincoln Regional Airport operations would not exceed the 65 dB standard at the project site.

		Based on the above, the proposed project would not be cited within proximity to noise sources that would result in noise at the project site above HUD's acceptable noise level. Therefore, project impacts related to the Noise Control Act of 1972 would not occur. Document Citation Placer County. *Airport Land Use Compatibility Plans*. September 2021. (Appendix E).
Sole Source Aquifers Safe Drinking Water Act of 1974, as amended, particularly section 1424(e); 40 CFR Part 149	Yes ☐ No ☒	As shown in 11, the project site is not located within an area designated by the U.S. EPA as being supported by a sole source aquifer. The project site is located approximately 120 miles from the nearest boundary of a designated sole source aquifer region (Santa Margarita, Scotts Valley sole source aquifer). 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.html?id=9ebb047ba3ec41ada1877155fe31356b. Accessed June 2023. (Figure 11).
Wetlands Protection Executive Order 11990, particularly sections 2 and 5	Yes ☐ No ☒	According to the U.S. EPA, wetlands are characterized by hydrology, soils, and vegetation. The project site is located within a previously mass graded area as a result of buildout of the CSP. Pursuant to the NWI, the nearest surface water source to the project site is Pleasant Grove Creek, which is a freshwater emergent wetland located approximately 120 feet west of the project site (see Figure 9). The NWI classifies the nearby freshwater emergent wetland as PEM1A. Given the proximity of Pleasant Grove Creek to the project site, potential indirect impacts could occur as a result of project construction.

		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 3.88 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. Compliance with the Construction General Permit would prevent impacts to wetlands and water quality by ensuring that stormwater pollution is reduced during construction activities. 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. (Figure 5).
Wild and Scenic Rivers Wild and Scenic Rivers Act of 1968, particularly section 7(b) and (c)	Yes ☐ No ☒	Designated Wild and Scenic Rivers do not occur within or in the vicinity of 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 (see Figure 12). Because the project site is not within the vicinity of a Wild and Scenic River, implementation of the proposed project would not conflict with the Wild and Scenic Rivers Act 1968. <u>Document Citation</u> 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 July 2023. (Figure 8).
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 discussed in the Contamination and Toxic Substances section of this Environmental Assessment, a Phase I ESA was prepared to evaluate the site for RECs. The ESA revealed no evidence of RECs in connection with the project site. Therefore, the proposed project would not result in impacts related to contamination and toxic substances. In addition, as detailed in the Explosive and Flammable Hazards section of this Environmental Assessment, the proposed project would not result in impacts associated with siting of HUD-assisted projects near

		explosive and flammable hazards, as regulated by 24 CFR Part 51 Subpart C. The two AST sites identified in the project vicinity are located at distances that exceed the applicable ASD for people and buildings. The proposed project is consistent with the City's zoning designation and land use designation for the site, and the project would not involve long-term operation of any stationary diesel engine or other major on-site stationary source of TACs. Furthermore, the project site would not be impacted by noise from SR 65, the Lincoln Regional Airport, or the Union Pacific Railroad. Further details on potential impacts related to environmental justice are provided in the Other Factors section of this Environmental Assessment. 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. <u>Documentation Citation</u> California Office of Environmental Health Hazard Assessment. *CALEnviroScreen 4.0.* Available at: https://experience.arcgis.com/experience/11d2f52282a54ceebcac7428e6184203/page/home/. Accessed July 2023. (Appendix E).

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 primarily allows for attached housing uses, including but not limited to townhomes, condominiums, garden-style apartments, and podium-style apartments. HDR allows for a minimum density of 13 dwelling units per acre (du/ac). The City's General Plan does not establish a maximum density limit for HDR uses. The density of the proposed project would result in a density of 29.9 du/ac, which would be consistent with the density standards established by the City's General Plan for HDR uses. Additionally, the proposed project would be compatible with the surrounding planned residential developments within the CSP area and is consistent with the planned use for the site established by the CSP, designates the site as HDR, with an Affordable Housing Sites overlay. With respect to zoning, the project site is zoned R3. Pursuant to Section 19.06.020 of the City of Roseville Municipal Code, the R3 zoning district is intended for a range of high density and multi-family housing, including apartments, condominiums, and townhomes. Thus, the proposed project is consistent with the site's R3 zoning. Based on the above, the proposed project would be consistent with the Roseville General Plan, the CSP, and the Roseville Municipal Code. Thus, substantial adverse effects 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 xerofluvents, hard substratum soil, which is fairly poorly drained loamy alluvium in minor drainage ways and terraces. According to the Web Soil Survey, xerofluvents carry a rating of "very limited" for dwellings without basements, which indicates that the soil has one or more features that are unfavorable for the aforementioned 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 plan 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 Uniform Building Code and 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 northern boundary of the project site, which may result in erosion. Nonetheless, as previously discussed, as part of compliance with the NPDES Construction General Permit, the proposed project would be required to prepare a SWPPP and incorporate BMPs to control sedimentation, erosion, and hazardous materials contamination of runoff during construction. Preparation of a SWPPP would ensure that indirect impacts associated with sedimentation, erosion, and contaminated runoff to the creek do

		not occur. 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 adverse effects 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 newly installed pipes and discharge to the existing 24-inch storm drain lines in Lower Bank Drive. The proposed system would be required to comply with all applicable requirements set forth by Section 14.20.230 of the Roseville Municipal Code. All stormwater control measures would be required to be constructed and designed in accordance with the West Placer Storm Water Quality Design Manual. Compliance with the aforementioned requirements would ensure substantial adverse effects related to drainage and runoff do not occur. <u>Document Citation</u> 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. <u>Natural Hazards</u> 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. The project site is located approximately 15 miles west of the Foothills Fault System, which is the nearest significant active fault. The project site does not contain any mapped faults on-site. Therefore, impacts related to fault rupture would not occur. 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 Assessment, 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 immediately adjacent to the creek banks. 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). 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 Lower Bank Drive by the newly constructed project driveway on the western border of the project site, or by the existing driveway on Blue Oaks Boulevard, which would provide site access from the site's southern boundary. 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. The potential health risks associated with DPM and TAC emissions from these generators are 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.

		Man-made Site Hazards 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, the use, storage, and transport of hazardous materials by developers, contractors, business owners, industrial businesses, and others are 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), the handler or 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 the case of the proposed project, the PCEHD) 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 Roseville Municipal Code and Roseville Design Standards, 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. While the project site is adjacent to Pleasant Grove Creek, the proposed project would include a six-foot tube steel fence around the perimeter of the site. 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 State Water Resources Control Board (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 would be provided from SR Lower Bank Drive by the newly constructed project driveway, as well as by the existing driveway from Blue Oaks Boulevard, which would connect to the project site's southern border. 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 nuisances, 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. The closest sensitive receptors are the single-family residences located adjacent to the northern boundary of the project site. The City's Noise Ordinance is set forth in Section 9.24.100 of the City's Municipal Code and provides that any person 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 (reproduced below) by 3.0 dBA, whichever is greater, is unlawful.

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.

Residential projects do not typically generate substantial operational noise. Therefore, operational noise from the proposed project would not adversely affect the nearest receptors and operation of the project 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 generally allowed by the Roseville Municipal Code, Chapter 9.24, Noise Regulation, 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. Because the proposed project would be required to comply with the hours set forth by Chapter 9.24 of the Municipal Code, the proposed project would be consistent with the City's Noise Ordinance. Furthermore, construction activities would be temporary and would occur in different areas of the project footprint, at different times. As such, noise levels experienced at the nearest sensitive receptor would be attenuated during times construction activities occur further away from the receptor. Based on the above, adverse effects related to noise 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 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 approximate 30-foot distance between the single-family residences 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, groundborne 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 non-vehicular-source 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. <u>Conclusion</u> Based on the above, substantial adverse effects related to natural hazards, air pollution generators, man-made site hazards, and nuisances such as noise, vibration, and odors would not occur.

Environmental Assessment Factor	Impact Code	Impact Evaluation
SOCIOECONOMIC		
Employment and Income Patterns	1	The project would include 116 total housing units, 111 of which would be affordable, with 53 units reserved for very low-income households (less than 50 percent of AMI for Placer County) and 58 units reserved for low-income households (50 percent to 80

		percent of AMI for Placer County). 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 111 new housing units for City residents, including 53 units reserved for very-low-income families, and 58 units reserved for low-income families, 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 one four-story apartment building consisting of 116 residential units, as well as a community room, fitness center, and outdoor community area. 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 307 future residents (2.65 persons x 116 units = 307.4). As such, the proposed project would represent a 0.2 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, 5.8 percent of the City's population is below the poverty line. As such, 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 Housing Policy H2.2 of the City's Housing Element, which provides that the City shall maintain efforts to develop affordable units that will be focused on multi-family rental units, with an emphasis on units affordable to the lowest income categories. A range of retail businesses, a grocery store, and schools are all located in relatively close proximity to the project site. In addition, the CSP anticipates buildout of an approximately 100,000 sf Community Commercial site adjacent to the project site. The CSP anticipated buildout of the site with local-serving retail and office uses, such as a grocery store, drug store, retail services, restaurants, personal services, and professional offices. While existing transit facilities do not currently exist in the vicinity of the project site, a combination of bus service systems provided through Roseville Transit is anticipated as part of buildout of the CSP, which would provide connections to Sacramento Regional Transit and Placer County Transit. Blue Oaks Boulevard and Westbrook Boulevard are planned to accommodate future bus rapid transit routes with a stop at the

		intersection of Lower Bank Drive and Westbrook Boulevard, west of the project site. In addition, Roseville Transit provides fixed route a Dial-A-Ride service, branded as Arrow, within the City. Finally, the project site, which is currently undeveloped, is located immediately adjacent to existing single-family residential communities. Additionally, not all proposed units would be affordable for low-income income residents. However, the proposed development is consistent with the General Plan affordable housing goal, and the proposed units are within a parcel allocated for affordable housing by the CSP. 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, substantial adverse effects 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 116 unit apartment complex, with 111 affordable units, including 53 units reserved for very-low-income families, and 58 units reserved for low-income families. 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. According to the 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 majority of 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 [PM2.5], ozone, DPM, air toxics cancer risks, air toxics respiratory health impacts, traffic proximity, LBP (Lead Based Paint), 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 Cancers 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 does not rank above the 50th percentile for the majority of environmental indicators. Thus, the project would not introduce new uses that could result in disproportionately high and adverse human health or environmental effects on existing minority and low-income populations in the project vicinity, nor would the project induce population growth in an area subject to health risks due to poor environmental conditions. In addition, it should be noted that the southern portion of the project site is within Blockgroup 060610213253, which has a population of 3,501 residents in a 1.76 square mile area. Although the EJ Indexes for the foregoing blockgroup are higher relative to Blockgroup 060610213285, the majority of the environmental indicators are below the 50^{th} percentile for the 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

		adverse impacts related to environmental justice do 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, adverse effects related to environmental justice on future residents of the proposed project 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 (RCSD) and Roseville Joint Union High School District (RJUHSD). The RCSD provides K-8 school services, while high school services are provided by the RJUHSD. The project site is located approximately 0.7 mile west of the Reigo Creek Elementary School, 0.9 mile north of Orchard Ranch Elementary School, and 1.1 mile north of West Park High School. The proposed project would be subject to the RCSD and RJUHSD Developer 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 fees would ensure sufficient funds exist to pay for any expanded or new equipment or facilities the RCSD and RJUHSD deem necessary. Residents would also have access to the Martha Riley Community Library, located 4.7 miles southeast of the project site, as well as the Roseville Public Library, located 8.5 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 by the school districts and Roseville Municipal Code Section 4.52.050 would ensure adverse effects that do not occur.

		Therefore, the proposed project and 0.2 percent increase in population would not cause adverse effects related to 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 9.22 acres of Community Commercial space located immediately northeast of the Westbrook Boulevard/Blue Oaks Boulevard intersection, which is immediately west of the project site. Upon buildout, residents of the proposed project would have convenient access to the nearby commercial facilities. As previously discussed, the proposed project would include the development of 116 total new residential units, which would amount to a 0.2 percent increase in population. Therefore, the population increase would not be great enough to substantially increase effects on existing and proposed commercial facilities. Based on the above, substantial adverse effects 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 east of the project site. As previously discussed, as part of increasing access within the City, a combination of bus service systems are anticipated to be expanded to the CSP area as part of buildout of the CSP, which would connect Roseville Transit with Sacramento Regional Transit and Placer County Transit. In addition, Blue Oaks Boulevard and Westbrook Boulevard are planned to accommodate future bus rapid transit routes with a stop at the intersection of Lower Bank Drive and Westbrook Boulevard, west of the project site. Furthermore, Roseville Transit provides fixed route Dial-A-Ride services, branded as Arrow, within the City. Thus, through the increase in transit services within the CSP area, residents of the proposed project would have access to health care services in the project vicinity, including those provided by Sutter Health Hospital and West Roseville Care Center. Therefore, substantial adverse effects related to health care services would occur. 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 to the east. As such, social services are accessible by car or public transit within proximity to the project site and the proposed project would not cause a significant increase in the demand for social services that could not be met by existing and proposed facilities. Based on the above, social services are accessible in the City and County by way of personal vehicles and the aforementioned public transit services. Thus, the project would not create impacts related to social services and would not cause a significant increase in the demand for social services that could not be met by existing and proposed facilities. Based on the above, substantial adverse effects related to health care and social services would not occur with implementation of the proposed project. <u>Document Citation</u> Placer County. *Human Services*. Available at: https://www.placer.ca.gov/2096/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 Sanitary 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 Sanitary 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 during project operation. 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 (CALGreen Code), at least 65 percent diversion of construction waste is required for projects permitted after January 1, 2017. Thus, adverse effects related to solid waste generation would not occur through construction of the proposed project. 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 flows from the CSP area would be conveyed to the Pleasant Grove Wastewater Treatment Plant (PGWWTP). As detailed in the Utilities Plan of the CSP, the CSP area is projected to generate wastewater flows of 0.36 million gallons per day (mgd) average dry weather flow (ADWF). For HDR uses within the CSP, the average ADFW is 0.068 mgd. According to the Roseville General Plan EIR, the PGWWTP was designed to treat 12 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. Thus, the PGWWTP has capacity to accommodate an additional 0.37 mgd ADWF associated with the buildout of the CSP. The proposed project would connect to the existing eight-inch sewer line located within Lower Bank Drive, extending a new eight-inch sewer line east into the project site, to which the proposed units would connect. The new infrastructure would be installed in areas proposed for disturbance as part of the project's parking areas. All sewer improvements would be required to be consistent with the applicable standards established by the City. In addition, pursuant to Roseville Municipal Code Section 14.16.010, for each connection to the City's sewer system, connection fees must be paid upon issuance of a building permit to ensure that new developments pay a fair-share contribution towards capital improvements needed as a result of population growth. The revenues generated through payment of the fees are used by the City to pay for needed upgrades and/or expansions to City facilities, including sewer facilities. According to the CSP, all sewer improvements will be consistent with the South Placer Regional Wastewater and Recycled Water Systems Evaluation and will be constructed to the City's

		standards. In addition, pursuant to Roseville Municipal Code Section 14.16.010, for each connection to the city-owned public sewer connection fees shall be paid upon issuance of a building permit to ensure that new developments pay a fair-share contribution towards capital improvements needed as a result of population growth. The revenues generated through payment of the fees are used by the City to pay for needed upgrades and/or expansions to City facilities, including sewer facilities. Pursuant to Roseville Municipal Code Section 14.16.200, the monthly sewer charge shall be paid by each user and be $47.56 per sewer unit. Based on the above, sufficient capacity would exist to serve the sanitary sewer service needs of the proposed project. Additionally, the project would pay the City's development impact fees for sewer connection, which would be used to fund necessary improvements to sanitary sewer facilities. Therefore, adverse effects 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.* [pages 6-7 through 6-9]. 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 an existing 16-inch water line in Lower Bank Drive through new 12-inch water lines that would be extended from the existing line into the site. The Roseville 2020 Urban Water Management Plan (UWMP) assumes buildout of the service area pursuant to the adopted General Plan land use designations. Given that the proposed project is consistent with the project site's land use designation, buildout of the project was generally considered in the 2020 UWMP. According to the 2020 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. Compliance with the WSCP would ensure that water demand is reduced, and that water supply would meet demand at buildout. In addition, pursuant to Roseville Municipal Code Sections 14.08.020 and 14.08.025, the project would be subject to the costs of installation of such service connections and pipes upon issuance of a building permit to ensure that new developments pay a fair-share contribution towards capital improvements needed as a result of population growth. The revenues generated through payment of the fees are used by the City to pay for needed upgrades and/or expansions to City facilities, including water line facilities. The water connection fee per HDR unit shall be $5,618. Based on the above, a substantial adverse effect related to water supply would not occur. <u>Document Citation</u> City of Roseville. *2020 Urban Water Management Plan.* [pages 7-1 through 7-12]. 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) and law enforcement services by the Roseville Police Department (RPD). Eight fire stations exist in the City of Roseville, as well as a Fire Training Center, with the nearest two fire stations to the project site being Fire Station 9, located at 2451 Hayden Parkway, and Fire Station 5, located at 1565 Pleasant Grove Boulevard. The fire stations are located approximately 0.75 mile southeast of the project site, and approximately 4.5 miles southeast of the project site, respectively. The RFD has a response time goal of 6.5 minutes after a request has been received by the RCD's dispatch center. Fire Station 9 has a staffed Battalion Chief. Each fire station houses a fire engine, which has a Captain, and Engineer, and a Firefighter-paramedic. The Police Department is located at 1051 Junction Boulevard, approximately 7.2 miles southeast of the project site. As of 2022, the department is staffed with 153 sworn-authorize officers and

		70 professional-authorized personnel. RPD assigns sworn-authorized 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. In 2022, the RPD dispatch center processed 103,371 calls for service. 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 increase would not be considered substantial and could be met by current service providers. In addition, pursuant to Roseville Municipal Code Chapter 4.46 and Chapter 4.50, the developer would be required to pay all applicable development impact fees to the fire and police departments. The fair-share contribution would pay for the increase in demand for fire protection and police services Therefore, adequate police and fire protection services would exist to serve the demand generated through buildout of the project site with the proposed uses. As previously stated, the nearest hospital is located approximately 7.6 miles southeast of the project site. Therefore, future residents of the project would have access to emergency medical services. Additionally, development of the project site with residential uses has been considered during the General Plan process, and as such, it was determined that adequate public safety facilities exist to serve the project site at buildout. Based on the above, adverse effects relating to the provision of police, fire, and emergency medical services would not occur. <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. *City of Roseville Police Department 2022 Annual Summary*. February 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 a 6,839-sf (61 sf/unit) outdoor community 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 0.75 mile 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 north of the project site, across from Pleasant Grove Creek, as well as three additional parks. Overall, the CSP allows for the future buildout of 15.68 acres of parks, and 136.7 acres of open space. Additionally, Chapter 4.38 of the Roseville Municipal Code, City-Wide Park Fee, requires the payment of fees prior to approval of building permits for each dwelling unit. The City-wide park fund is intended to ensure that the City maintains a parkland ratio of five acres per 1,000 residents. Thus, payment of the City-wide Park Fee would ensure that the proposed project pays a fair share to support 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, adverse effects 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	Gated access to the project site would be provided by way of Blue Oaks Boulevard along the southern boundary of the site through a gate, as well as a main entry access in the northwest corner of the site on Lower Bank Drive. Additionally, the project would include two ADA compliant pedestrian connections on the northern side of the project site. Pedestrian sidewalks exist surrounding the perimeter of the project site connecting to a bike path along Pleasant Grove Creek, Blue Oaks Boulevard, and Lower Bank Drive. The proposed project would provide 201 vehicle parking spaces, six motorcycle parking spaces, and eight bicycle parking spaces. Therefore, the project site would be accessible to motor vehicles, pedestrians, bicyclists, and public transit riders. Traditionally, jurisdictions have used 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. Transportation network changes under the buildout of the CSP and proposed project would not conflict with the City's

		policy of at least 70 percent of signalized intersections achieving LOS C or better during AM and PM peak hours. According to the ITE Trip Generation Manual (9th Edition), the proposed project is anticipated to generate an increase of approximately 771.4 trips per day (6.65 trips per unit x 116 units = 1,117.2 trips per day. 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. Additionally, the CSP EIR implements the General Plan policy of maintaining LOS C or better. 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, the developer would be required to pay traffic mitigation fees, pursuant to Roseville Municipal Code Chapter 4.44.040. to ensure that new developments pay a fair-share contribution towards capital improvements needed as a result of population growth. The revenues generated through payment of the fees are used by the City to pay for needed upgrades and/or expansions to City facilities, including transit facilities and transportation infrastructure. The City of Roseville General Plan requires that the city be provided with an adequate LOS. New development within the city imposes a burden on the existing traffic and circulation infrastructure. The development fee would be based on trip generation and would ensure that burdens of traffic and circulation infrastructure or facilities would be equitably spread. Based on the above information, adverse effects related to transportation and accessibility would not occur. <u>Document Citation</u> Institute of Transportation Engineers. *Trip Generation Manual, 9th Edition.* November 2012. (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. As part of compliance with the NPDES Construction General Permit, the proposed project would be required to prepare a SWPPP and incorporate BMPs, which would ensure that indirect impacts associated with sedimentation, erosion, and contaminated runoff to the creek do not occur. Based on the above, adverse effects 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 9).
Vegetation, Wildlife	2	As previously described in this Environmental Assessment, the project site has been previously disturbed and graded, and does not include on-site wetlands or riparian habitat. As discussed in the Endangered Species section of this Environmental Assessment, a query of the CNDDB and the USFWS IPaC was conducted to ascertain the extent to which plant and wildlife species protected under the Endangered Species Act could be present in the project area. Due to the project site's previous disturbance, plants protected under the Endangered Species Act are not present on-site. However, as discussed above, of the identified wildlife species identified through the IPaC and CNDDB queries, the proposed project could potentially impact the giant garter snake, longfin smelt, steelhead trout, or chinook salmon, and 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 further in the Endangered Species 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 control sedimentation, erosion, and hazardous materials contamination of runoff during construction. Preparation of a SWPPP would ensure that indirect impacts associated with sedimentation, erosion, and contaminated runoff to the creek do not occur. Additionally, due to the proposed project's residential nature, project operation would not result in impacts to the creek and protected species of which the creek accommodates. Based on the above, the proposed project would not result in impacts to giant garter snake, longfin smelt, steelhead trout, or chinook salmon. As set forth in the Endangered Species section, with respect to migratory bird and raptor species protected under the MBTA, CSP MM 4.8-3 requires a qualified biologist to conduct preconstruction surveys of any area proposed for disturbance as part of the project, and for tree removal to be prohibited during breeding season. If occurrences of active nests of MBTA birds or other federally listed birds are identified, further requirements are set forth by the mitigation measure. Based on the above, with incorporation of CSP MM 4.8-3, adverse effects 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 July 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).
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 including 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 FHSZ. 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 295 $MTCO_2e/yr$, 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 1,025 $MTCO_2e/yr$, which would not exceed the PCAPCD's screening thresholds. Thus, impacts related to GHG emissions would not occur during operation. Based on the above, impacts related to climate change would not occur as a result of the proposed project. 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, adverse effects related to climate change on future residents of the proposed project would not occur. <u>Document Citation</u> City of Roseville. 2035 *General Plan Update Final EIR*. [pgs. 4.5-18 through 4.5-30]. August 2020. (Appendix E). Governor's Office of Planning and Research. *Technical Advisory on Evaluating Transportation Impacts in CEQA*. [pgs. 14 and 15]. December 2018. (Appendix E). CalEEMod. *Creekview Apartments South.* 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 (Title 24 CCR), including the 2022 Building Energy Efficiency Standards (Title 24 CCR Part 6) and CALGreen Code (Title 24 CCR Part 11). 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, adverse effects 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 South.* July 2023. (Appendix A).
- Geocon. *Creekview Inlcusionary (Lots C-40 and C-43) Roseville, California Phase I Environmental Site Assessment Updated Report*. March 2023. (Appendix B).
- Office of Historic Preservation. *Request for Section 106 Review of a HUD project for a multi-family construction project, Creekview Family Apartments South, at 2930 Blue Oaks Boulevard, Roseville, CA*. August 21, 2023. (Appendix C).
- Kleinfelder. *Cultural Resources Identification Report for the Creekview Family Affordable Apartments Project Placer County, California*. April 2023. (Appendix D).

Field Inspection (Date and completed by):

- December 22, 2022: Field survey by Geocon Consultants, Inc. for Phase I Environmental Site Assessment Updated Report.

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

- Airnav.com. *Lincoln Regional Airport/Karl Harder Field*. Available at: https://www.airnav.com/airport/KLHM. Accessed June 2023. (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 June 2023. (Appendix E).
- 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).
- California Department of Fish and Wildlife. *California Natural Diversity Database: Rarefind 5*. Available at: https://apps.wildlife.ca.gov/rarefind/view/RareFind.aspx. 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).
- 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 Office of Environmental Health Hazard Assessment. *CALEnviroScreen 4.0*. Accessed June 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. *2035 General Plan Update Final EIR. [pg.4.6-9]*. August 2020. (Appendix E).
- City of Roseville. *2035 General Plan Update Final EIR. [pgs. 4.5-18 through 4.5-30]*. August 2020. (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).
- 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).
- Department of Toxic Substances Control. *Envirostor Database*. Available at:. https://www.envirostor.dtsc.ca.gov/public/map/?global_id=38330005 Accessed July 2023. (Appendix E).
- Federal Emergency Management Agency. *Flood Insurance Rate Map 06061C0936H*. Available at: https://msc.fema.gov/portal/home. Accessed August 2022. (Figure 8).
- Governor's Office of Planning and Research. *Technical Advisory on Evaluating Transportation Impacts in CEQA. [pgs. 14 and 15]*. December 2018. (Appendix E).
- Institute of Transportation Engineers. *Trip Generation Manual, 9th Edition*. November 2012. (Appendix E).
- Placer County Air Pollution Control District. *CEQA Air Quality Handbook*. November 21, 2017. (Appendix E).
- Placer County. *Airport Land Use Compatibility Plans*. September 2021. (Appendix E).

- Placer County. *Human Services*. Available at: https://www.placer.ca.gov/2096/Human-Services. 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*. 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 11).
- U.S. Fish & Wildlife Service, Sacramento Fish & Wildlife Office. *Species Information: Giant Garter Snake*. Available at: https://www.fws.gov/species/giant-garter-snake-thamnophis-gigas. Accessed December 2021. (Appendix E).
- 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*. 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 August 2022. (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-us/. 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 environmental 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 PCACPD 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. 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 deteriorate LOS along Blue Oaks Boulevard segments and intersections 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 already anticipated and planned for.

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 close proximity to schools, grocery stores, 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 as the proposed project site has already undergone grading activities as part of buildout of the CSP. Additionally, 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 a maximum of 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 proposed project would not be developed, and therefore, the project site would remain unchanged. 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 R3 zoning district. As such, development of the site through future proposals could result in multi-family housing 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 be multi-family residential, such development may or may not be affordable. Should the proposed project not be implemented, the site would remain undeveloped. The project site has already been mass graded for residential development and is located in an area in which the population is increasing and housing is scarce; thus, development is expected to occur at the location in the future; however, future development on the site may or may not include affordable housing.

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;
- Energy Consumption;
- 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;
- 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: Jessica Lynch 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).