

This document, in its entirety (Volumes 1 through 8), constitutes the Final Environmental Impact Report (Final EIR) for the Sierra Vista Specific Plan (proposed project). A Final EIR is defined by Section 15362 (b) of the California Environmental Quality Act (CEQA) Guidelines as "... containing the information contained in the Draft EIR; comments, either verbatim or in summary, received in the review process; a list of persons commenting; and the response of the Lead Agency to the comments received."

This Final EIR is composed of eight volumes. In accordance with Section 15132 and 15088 (d) (1) of the CEQA Guidelines, and to facilitate review by the public, Volumes 1 through 6 of the Final EIR contain the full text of the Draft EIR including its appendices, as revised to respond to comments received during the comment period and/or as initiated by the Lead Agency. Volumes 7 and 8 of the Final EIR contain the comments received on the Draft EIR, responses to those comments, revisions made to the Draft EIR, meeting notes of various public hearings on the project, and a list of persons, organizations, and public agencies commenting on the Draft EIR.

Specific components of the Final EIR include the following:

Volumes 1 and 2

Draft EIR, as revised in response to comments - these volumes describe the existing environmental setting of the project site; analyze potentially significant impacts on that setting due to implementation of the proposed project; identify potentially feasible mitigation measures that could avoid or reduce the magnitude of significant impacts; evaluate cumulative impacts that would be caused by the project in combination with other future projects or growth that could occur in the region; analyze growth inducing impacts; and provide an evaluation of the potentially feasible alternatives to the proposed project that could eliminate, reduce, or avoid project-related impacts. The text of the Draft EIR has been revised to reflect changes received in response to comments and

minor edits to the document to eliminate typographical errors. Volume 1 and 2 of the Final EIR include the changes without underline or strike-through to make an easy to read final document.

Volumes 3, 4, 5 and 6

Technical Appendices- These volumes contain a number of reference items providing support and documentation of the analysis performed for this report. All appendices from the Draft EIR are included.

Volumes 7 and 8

Text Changes and Response to Comments- These volumes contain an explanation of the format and content of the Final EIR; all Draft EIR text changes; a complete list of all persons, organizations, and public agencies that commented on the Draft EIR; copies of the comment letters; meeting notes from the public hearings and the Lead Agency's responses to all comments. All text revisions to the Draft EIR have been excerpted and restated in Volume VI in ~~striketrough~~ (to indicate deletions) or underline (to indicate additions).

ENVIRONMENTAL REVIEW PROCESS

The Draft EIR for the proposed project was issued on November 10, 2009, and circulated for public review and comment for a 59-day period that ended January 7, 2010. The Notice of Availability and public hearing notices were sent to a 500-foot radius list, as well as interested parties. A quarter page public notice ran in both the Sacramento Bee and Roseville Press-Tribune. During the public review period copies of the Draft EIR were distributed to public agencies through the State of California, Office of Planning and Research. During the public review period the EIR was also available for review at the following locations during normal business hours:

City of Roseville Permit Center
311 Vernon Street
Roseville, CA 95746

Roseville Main Library
225 Taylor Street
Roseville, CA 95678

Maidu Branch Library
1530 Maidu Drive
Roseville, CA 95661

Martha Riley Community Library
1501 Pleasant Grove Boulevard
Roseville, CA 95747

The Draft EIR was also available online via the City's website at:
www.roseville.ca.us/SierraVista

Interested parties were asked to provide written comments on the EIR to:

City of Roseville Planning & Redevelopment Department
311 Vernon Street
Roseville, CA 95678

The following Public hearings were held to solicit comments on the Draft EIR:

Transportation Commission	November 17, 2009
Public Utilities Commission	November 19, 2009
Parks and Recreation Commission	December 7, 2009
Planning Commission	December 10, 2009

No members of the public presented verbal comments on the proposed project during the Planning Commission EIR public hearing on December 10th. All the Commission meetings were held in the City Council Chambers of the City of Roseville. The project will also be considered at City Council

meetings tentatively scheduled for May 2010. A copy of the meeting notes from the Commission meetings can be found in this document.

During the comment period, 13 written comment letters were received.

MITIGATION MONITORING PROGRAM

A mitigation monitoring program (MMP) will be adopted by the City of Roseville for the proposed project, as required for compliance with Sections 21081 (a) and 21081.6 of the Public Resources Code. All mitigation measures included in the Final EIR for this project would be monitored by the appropriate entity and reported on an annual basis, as indicated in the MMP.

CEQA REQUIREMENTS

Under CEQA, the Lead Agency must prepare and certify a Final Environmental Impact Report (Final EIR) prior to approving a proposed project. The contents of a Final EIR are specified in Section 15132 of the CEQA Guidelines, which states that:

The Final EIR shall consist of:

- (a) The Draft EIR or a revision of the Draft.
- (b) Comments and recommendations received on the Draft EIR either verbatim or in summary.
- (c) A list of persons, organizations, and public agencies commenting on the Draft EIR.
- (d) The responses of the Lead Agency to significant environmental points raised in the review and consultation process.
- (e) Any other information added by the Lead Agency.

The Lead Agency must provide each agency that commented on the Draft EIR with a copy of the Lead Agency's response at least 10-days before certifying the Final EIR.

USE OF THE FINAL EIR

The Final EIR allows the public and the City's advisory and legislative bodies an opportunity to review revisions to the Draft EIR and the Responses to Comments. The Final EIR serves as the environmental document to support approval of the proposed project, either in whole or in part.

After completing the Final EIR, and before approving the project, the Lead Agency must make the following three certifications, as required by Section 15090 of the CEQA Guidelines:

- The Final EIR has been completed in compliance with CEQA
- The Final EIR was presented to the decision-making body of the Lead Agency, and that the decision-making body reviewed and considered the information in the Final EIR prior to approving the project.
- The Final EIR reflects the Lead Agency's independent judgment and analysis.

As required by subdivision (a) of Section 15091 of the CEQA Guidelines, no public agency shall approve or carry out a project for which an EIR has been certified that identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings (Findings of Fact) for each of those significant effects, accompanied by a brief explanation of the rationale for each finding supported by substantial evidence in the record. The possible findings are:

- (1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.
- (2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
- (3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR.

Additionally, pursuant to subdivision (b) of Section 15091 as well as subdivision (b) of Section 15093 of the CEQA Guidelines, when a Lead Agency approves a project that would result in significant unavoidable impacts that are disclosed in the Final EIR, the agency must state in writing the reasons

supporting the action. The Statement of Overriding Considerations must be supported by substantial evidence in the record, which includes this Final EIR. Since the proposed project would result in significant unavoidable impacts, the Roseville City Council would be required to adopt a Statement of Overriding Considerations if it approves the proposed project.

The Findings of Fact and the Statement of Overriding Considerations are included in a separate Findings document that will be adopted by the City Council at the time of project approval should the Council choose to approve the project.

TEXT CHANGES TO THE DRAFT EIR

FORMAT OF TEXT CHANGES

Text changes are intended to clarify information in the Draft EIR in response to comments received on the document or as initiated by Lead Agency staff. Text revisions are shown in Section 12.2 of this chapter as excerpts from the Draft EIR text, with a ~~line through~~ deleted text and an underline beneath inserted text. In order to indicate the location in the Final EIR where text has been changed from the Draft EIR, the reader is referred to the page number of the Final EIR, as well as other locational information (i.e., chapter, paragraph number on page). Section 12.3 of this chapter provides revisions to the figures provided in the Draft EIR and Section 12.4 provides revisions to the appendix material of the Draft EIR.

REVISIONS TO THE TEXT OF THE DRAFT EIR

This section includes revisions to text, by EIR section, that were initiated either by Lead Agency staff or in response to public comments. The changes appear in order of their location in the Final EIR.

CHANGES TO THE PROJECT SINCE CIRCULATION OF THE DRAFT EIR

Subsequent to the November 10, 2009 release of the Draft SVSP there have been several changes to the Specific Plan document. Most are minor corrections to typographical errors, but two types of changes are noteworthy. Final decisions about road names have been made and the Specific Plan document and Development Agreements will include the following:

The road formerly referred to as:	Will be named:
Watt Avenue	Santucci Boulevard
Westside Drive	Westbrook Boulevard
Road A	Federico Drive
Road B	Vista Grande Boulevard
Road C	Sierra Village Drive
Road D	Sierra Glen Drive

The landowners have also made a number of small changes to parcel lines, which do not a material effect on the project's land use acreages or units. Parcels DF-1 and DF-20 are being reoriented, which

results in slight changes to the parcel sizes and unit allocations; MDR Parcel DF-20 will occupy the Vista Grande Boulevard frontage and LDR Parcel DF-1 will have its frontage on Market Street adjacent to LDR Parcel DF-2. Nine of the largest specific plan parcels will be shown with lettered sub-parcels, namely JM-2A & B, JM-3A & B, JM-20A & B, KT-1A & B, KT-3A & B, KT-21A & B, KT-40A & B, KT-41A & B, CO-2A & B, and FD-8A & B.

A copy of the revised Land Use Plan is shown on the next page.



Volume I

Table of Contents

Page TOC-6 Amend the title as follows:

4.13 Hydrology, and Water Quality and Groundwater

4.13.1	Introduction	4.13-1
4.13.2	Environmental Setting	4.13-1
4.13.3	Regulatory Setting	4.13-6
4.13.4	Impacts	4.13-16
4.13.5	Mitigation Measures	4.13-35

Page i, Preface, amend the second sentence:

The City of Roseville has determined that an Environmental Impact Report (EIR) is required for the proposed project which consists of:

Page 1-12, amend title of alternatives as follows:

Alternative 2: ~~Increased Avoidance~~ Reduced Footprint, Increased Density Alternative.

This alternative assumes a slightly greater number of residential units combined with greater amounts of open space. This alternative would accommodate approximately 6,663 dwelling units, and 599 acres of open space.

Alternative 3: ~~Increased Avoidance~~ Reduced Footprint, Same Density Alternative. This alternative assumes 1,726 fewer residential units with greater amounts of open space. This alternative would accommodate approximately 4,929 residential units and 599 acres of open space.

Alternative 4: Project Same Footprint, Reduced Density Alternative. This alternative assumes the same open space avoidance as the proposed project but with lower densities, for a total of 4,986 units.

Introduction, page 1-13, third paragraph update the following sentence:

This EIR and the Notice of Availability that the EIR is available for public review, has been distributed to agencies that have commented on the NOP, surrounding cities, counties, and interested parties for a ~~45-59~~-day public review period. The DEIR was circulated between November 10, 2009 and January 7, 2010.

Introduction, Page 1-14 second paragraph, update the following sentence:

A public workshop on the EIR ~~is tentatively scheduled for~~ was held November 12, 2009. A Public Hearing on the Draft EIR ~~is also tentatively scheduled~~ was also held before the Transportation Commission on November 17, 2009, the Public Utilities Commission on November 19, 2009, the Parks and Recreation Commission on December 7, 2009 and the Planning Commission on December 10, 2009.

Page 2-30, last paragraph, insert the following:

Baseline Road, Westside Drive, and Fiddymont Road

These roadways are planned to be constructed and improved in phases, with an ultimate buildout of 6 lanes (typically 100-foot right-of-way) within or adjacent to the project site. Consistent with the City's improvement standards, these arterials would provide landscaped medians, and will accommodate left turn pockets where appropriate. In addition, landscape corridors 35-50 feet wide would be provided on both sides of the right of way.

The obligation of SVSP is to build four travel lanes and a center turn lane as part of the ultimate six lane Baseline Road facility. Baseline Road is currently in Placer County. It is assumed that as part of this project the entire four-lane roadway (and ultimately six-lane

roadway at buildout, in conjunction with the Placer Vineyards project) would be annexed to the City of Roseville along SVSP's frontage to the southern back of curb.

A number of following proposed text changes to the Draft EIR are to rectify the numbering of mitigation measures between the Executive Summary and the text of the Draft EIR. The text was updated before the Draft EIR was circulated, but the numbering of the mitigation measures that changed in the Executive Summary table were not caught before the document circulated. These changes do not result in significant changes to the conclusions of the document but are intended to ensure that the summary is consistent with the text.

Executive Summary

Page 3-2, Executive Summary, amend Impact 4.1-2 and 4.1-3 as follows:

4.1-2	Potential incompatibility of internal land uses. The proposed project will include residential, commercial and parks land uses. Design of the individual projects consistent with the City's Communitywide Design Guidelines would reduce the potential for conflicts.	SV	LTS for potential sensitive use adjacencies S for agricultural compatibility and temporary construction impacts and McClellan overflights	Conditions of approval for deed disclosures; MM 4.6-1 Construction noise measures; MM 4.6-2 Commercial noise controls ; <u>MM 4.14-1 Site lighting to minimize nuisance</u>	LTS
		UR	LTS for potential sensitive use adjacencies S for agricultural compatibility and temporary construction impacts and McClellan overflights	WMM 4.1-2 Policies to minimize agricultural impacts; WMM 4.5-2 Construction noise policies; WMM 4.5-4 Commercial noise policies; WMM 4.13-2 Light and glare policies.	LTS
4.1-3	Potential incompatibility with existing agricultural and other land uses in the Urban Reserve parcels, the County, and the City of Roseville. It is expected that grazing and rural residential land uses could continue for some time. However, the uses are not expected to significant impact future residents in the specific plan. A deed disclosure regarding activities would notify future residents of potential agricultural activities.	SV	S	Condition of approval for deed disclosure WMM 4.1-2 Policies to minimize agricultural impacts; WMM 4.5-2 Construction noise policies; WMM 4.4-3 Reduction of construction emissions	LTS
		UR	S	Condition of approval for deed disclosure WMM 4.1-2 Policies to minimize agricultural impacts; WMM 4.5-2 Construction noise policies; WMM 4.4-3 Reduction of construction emissions	LTS

Page 3-3, Executive Summary, amend Impact 4.1-5 mitigation measure for the SVSP as follows:

4.1-5	Conversion of agricultural land to developed uses. The project would convert grazing land to urban uses. However, no prime land or soils that support agricultural uses are present on the project site.	SV	S	MM 4.1-2 Agricultural compensation; <u>MM 4.8-4 Off-site and on-site preservation of grassland habitat</u>	LTS
		UR	S	MM 4.1-3 Agricultural conversion policies	LTS

Page 3-5, Executive Summary, amend Urban Reserve mitigation measure for Impact 4.3-7 as follows:

4.3-7	Increase traffic volumes on Placer County roadway segments under existing conditions. ➤ Baseline Road west of Specific Plan (LOS A to LOS E) ➤ Watt Avenue south of Baseline Road (LOS A to LOS F) ➤ Walerga Road south of Baseline (LOS D to LOS F)	SV	S	MM 4.3-3 Contribute project's fair share of costs of the construction of transportation facilities and/or improvements on Placer County facilities	SU
		UR	S	<u>WMM 4.3-4 Contribute project's fair share of costs of the construction of transportation facilities and/or improvements on Placer County facilities;</u> <u>MM 4.3-3 Contribute project's fair share of costs of the construction of transportation facilities and/or improvements on Placer County facilities</u>	SU

Page 3-7, Executive Summary, amend Impact 4.3-14 significance after mitigation for the Urban Reserve as follows:

4.3-14	Increased traffic on City of Roseville under 2025 conditions. Under the year 2025 scenario the project would cause level of service impacts to intersections.	SV	S	MM 4.3-1 Modify City's CIP to provide for the intersection improvements.	SU
		UR	S	MM 4.3-1 Traffic improvement policies	PSU

Page 3-7, Executive Summary, amend Impact 4.3-16 mitigation measure for the Urban Reserve as follows:

4.3-16	Increased traffic on Placer County intersections under 2025 conditions. Traffic from the project would cause and impact intersections.	SV	LTS	None required.	LTS
		UR	PS	WMM 4.3-2 Contribute project's fair share costs of the construction of transportation facilities and/or improvements on Placer County facilities.	SU

Page 3-8, Executive Summary, amend Impact 4.3-19 mitigation measures as follows:

4.3-19	Increased traffic on Sacramento County roadway segments under 2025 conditions. Walerga Road south of PFE would increase in volume more than 0.07 which is considered significant.	SV	S	MM 4.3-5 <u>4.3-4</u> Contribute project's fair share costs of the construction of transportation facilities and/or improvements on Sacramento County facilities	SU
		UR	S	MM 4.3-5 <u>4.3-4</u> Contribute project's fair share costs of the construction of transportation facilities and/or improvements on Sacramento County facilities	SU

Page 3-9, Executive Summary, amend Impact 4.3-25 mitigation measures as follows:

4.3-25	Short and long-term construction impacts.	SV	S	MM 4.1-2 Agricultural compensation; MM 4.4-1 Dust and construction control measures; MM 4.6-1 Construction noise reduction; MM 4.8-1(a) No net loss of wetlands; MM4.8-7 Off-site surveys; MM 4.8.6 Habitat restoration; MM 4.8-7 Offsite surveys; MM 4.9-1 Proper handling of archaeological Resources <u>Cease work and consult with qualified archaeologist;</u> MM 4.9-2 Proper handling of paleontological Resources <u>Cease work until review conducted by qualified paleontologist and recommendations implemented;</u> MM 4.9-3 Off-site cultural resource surveys; MM 4.13-2 LID standards <u>Stormwater Management Development Standards;</u> MM 4.13-3 Storm water quality policies; MM 4.10-1 Identify potential hazardous Materials.	SU
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		UR	S	WMM 4.4-3 Reduction of construction emissions; <u>WMM 4.5-2 Construction noise policies</u>; <u>WMM 4.9-2 Soil contamination policies</u>; WMM 4.7-2 Wetland protection policies; WMM 4.7-11 Stream protection policies; WMM 4.7-15 Conduct appropriate off-site surveys; WMM 4.8-2 <u>Include policies and conditions that require Proper</u> handling of archaeological resources; WMM 4.8-11 Proper handling of paleontological resources; WMM 4.8-13 Conduct appropriate studies; MM 4.1-2 Agricultural compensation; MM 4.4-1 Dust and construction control measures; MM 4.8-1(a) No net loss of wetlands; MM 4.8.6 Habitat restoration; MM 4.8-7 Off Site surveys; MM 4.10-1 Identify potential hazardous materials; MM 4.13-2 LID standards; MM 4.13-3 Storm water quality policies.	SU
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Page 3-12, Executive Summary, amend Impact 4.4-4 mitigation measures as follows:

4.4-4	Exposure to toxic air contaminants.	SV	PS	MM 4.4-2 Screening health risks assessment WMM 4.4-7(a) Risk assessment and site specific measures	LTS
		UR	PS	WMM 4.4-7(a) Risk assessment and site specific measures	LTS

Page 3-12, Executive Summary, amend Impact 4.4-6 mitigation measures for the SVSP as follows:

4.4-6	Consistency with plans and policies	SV	S	MM 4.4-2 WMM 4.4-4 Project measures to reduce operational emissions; <u>MM 4.5-1 Reduction of operational emissions</u>	SU
		UR	S	WMM 4.4-6 Operational emissions policies	SU

Page 3-14, Executive Summary, amend Impact 4.6-6 significance after mitigation for the Urban Reserve as follows:

4.6-6	Existing plus project increase in traffic noise. The plan would increase traffic on local roadways that would increase traffic generated noise levels in the vicinity of the project area.	SV	S	MM 4.6-4 Traffic noise attenuation	SU
		UR	S	WMM 4.5-8 On-site traffic noise attenuation WMM 4.5-10 On-site traffic noise policies	SU <u>LTS</u>

Page 3-15, Executive Summary, amend Impacts 4.8-1 and 4.8-2 mitigation measure for the SVSP as follows:

4.8-1	Loss of federally protected wetlands and “other waters” of the United States. The project would result in the loss of approximately wetlands and waters of the United States.	SV	S	MM 4.8-1(a) Ensure no net loss of wetlands; MM 4.8-1(b) Wetland avoidance/mitigation plan; MM 4.8-6 Habitat restoration/on-site Preservation	LTS
		UR	S	WMM 4.7-2 Wetland protection policies	LTS
4.8-2	Loss of Federally Listed Vernal Pool Crustaceans and their habitat. Vernal Pool Fairy Shrimp are present within the project site. Construction activities could impact this species.	SV	S	MM 4.8-1(a) Ensure no net loss of wetlands; MM 4.8-1(b) Wetland avoidance/mitigation plan; MM 4.8-6 Habitat restoration/on-site preservation	LTS
		UR	S	WMM 4.7-2 Wetland protection policies; WMM 4.7-3 Vernal pool crustacean policies	LTS

Page 3-16, Executive Summary, amend Impact 4.8-4 mitigation measure for the Urban Reserve as follows:

4.8-4	Loss or degradation of habitat for Western Spadefoot. No spadefoots were identified during surveys, however, the potential exists for spadefoots to occur on site.	SV	S	MM 4.8-1(a) Ensure no net loss of wetlands; MM 4.8-2 Relocate Western Spadefoots; <u>MM 4.8-4 Off-site and on-site preservation of grassland habitat</u>	LTS
		UR	S	WMM 4.7-5 Spadefoot protection policies; MM 4.8-2 WMM 4.7-2 Relocate Western Spadefoots	LTS

Page 3-19, Executive Summary, amend description of Impact 4.9-1 and Urban Reserve mitigation measure as follows:

4.9-1	Disturb, damage or destroy unidentified subsurface archaeological or historical resources or human remains during project construction. No significant resources were identified during surveys. However, subsurface construction activities including grading or trenching could uncover previously unidentified resources.	SV	S	MM 4.9-1 Cease work and consult with qualified archaeologist	PSU
		UR	S	WMM 4.8-2 Cultural resources handling and protection. WMM 4.8-3 Archaeological survey policies	PSU

Page 3-20, Executive Summary, amend Impact 4.9-4 mitigation measure for the Urban Reserve as follows:

4.9-4	Damage or destroy historical, archaeological, prehistoric, or paleontological resources during construction of off-site infrastructure. Construction of utility lines and roadway improvements could result in impacts to historic resources.	SV	S	MM 4.9-1 Cease work and consult with qualified archaeologist MM 4.9-2 Cease work and consult with qualified paleontologist MM 4.9-3 Conduct appropriate studies	LTS (as to Archaeological, paleontological resources); Potentially SU (as to historical resources)
		UR	S	WMM 4.8-2 Include policies and conditions that require proper handling of archaeological resources; WMM 4.8-3 Conduct archaeological studies; WMM 4.8-11 Include policies and conditions that require proper handling of paleontological resources; WMM 4.8-13 Conduct appropriate studies	LTS (as to Archaeological, paleontological resources); Potentially SU (as to historical resources)

Page 3-23, Executive Summary, amend description of Impact 4.11-1 as follows:

4.11.1	Increased demand for law enforcement police protection services. The project will increase the demand for police officers, however, the increase in personnel would not constitute and environmental impact.	SV	LTS	None required	LTS
		UR	LTS	None required	LTS

4.11.3	Increased demand for school services. Implementation of the proposed project would increase demand for elementary school (K–5), middle school (6–8), and high school (8–12) services in Center Unified School District. Two elementary schools and one middle-school is included in the project. Existing capacity is available to serve high school students.	SV	LTS for school capacity and PS for safe routes to school	MM 4.11-3 Safe Routes to School	LTS
		UR	S	WMM 4.10-7 Designate school sites as needed, and WMM 4.10-8 School Transportation Policies	LTS

Page 3-24, Executive Summary, amend description of Impact 4.12.1-1 as follows:

4.12.1-1	Availability of water supplies to meet demand in normal/wet years. The City has sufficient existing surface water supplies to meet the needs of the project.	SV	LTS	None required	LTS
		UR	S	WMM 4.11-1 Secure Adequate Water Supply for Wet and Dry Years	SU

Page 3-25, Executive Summary, amend number of Impact 4.12.1-7 as follows:

4.12-6 4.12.1-7	Changes in Groundwater Recharge potential through development of impervious surfaces	SV	LTS	None Required	LTS
		UR	LTS	None Required	LTS

Page 3-26, Executive Summary, amend Impact 4.12.3-3 mitigation measure for the Urban Reserve as follows:

4.12.3-3	Water quality impacts from wastewater discharges beyond the SPWA 2005 Service Area Boundary.	SV	S	MM 4.12.3-1 Treatment plant capacity	LTS
		UR	S	WMM 4.11-6 Treatment plant capacity policies	LTS

Page 3-26, Executive Summary, amend Impact 4.12.4-2, 4.12.4-3, and 4.12.4-4 mitigation measures as follows:

4.12.4-2	Increased demand for solid waste services at the landfill. The proposed project has the potential to reduce the life of the landfill.	SV	S	WMM 4.11-7 Expand the WRSL landfill	SU
		UR	S	WMM 4.11-7 Expand the WRSP <u>WRSL</u> landfill	SU
4.12.4-3	Expansion of the landfill.	SV	S	WMM 4.11-7 Expand the WRSP <u>WRSL</u> landfill	SU
		UR	S	WMM 4.11-7 Expand the WRSP <u>WRSL</u> landfill	SU
4.12.4-4	Construction debris demand for solid waste services.	SV	S	WMM 4.11-7 Expand the WRSP landfill WMM 4.11-11 Divert construction debris	LTS
		UR	S	WMM 4.11-7 Expand the WRSP landfill WMM 4.11-11 Divert construction debris	LTS

Page 3-30, Executive Summary, amend description of Impact 4.14-3 as follows:

4.14-3	Degradation of scenic resources and scenic vistas.	SV	S	Compliance with the City's General Plan, Communitywide Design Guidelines and the SVSP Design Guidelines	SU
	While no designated scenic resources are present, the project site would block views to the Sierras and surrounding areas.	UR	S	Compliance with the City's General Plan, Communitywide Design Guidelines and the SVSP Design Guidelines	SU

Land Use Page 4.1-47, the second sentence, amend proposed zoning designation as follows:

Development standards allow between 7.0 and 12.9 dwelling units per gross developable acre. The SVSP proposes an ~~RS~~ R1/DS development standard that would allow variations from development standards for both upper LDR densities and MDR densities to allow more compact development.

Page 4.1-60, Impact 4.1-2 table, amend mitigation measures for the SVSP as follows:

IMPACT 4.1-2	POTENTIAL INCOMPATIBILITY OF INTERNAL LAND USES	
Applicable Policies and Regulations	City of Roseville Community Design Guidelines City of Roseville General Plan (Community Design Goals and Policies, Community Form Goals and Policies) City of Roseville Zoning Ordinance (allowed uses)	
	SVSP	Urban Reserve
Significance with Policies and Regulations	Less Than Significant for potential sensitive use adjacencies to commercial and parks, Significant for agricultural compatibility and temporary construction impacts.	Less Than Significant for potential sensitive use adjacencies to commercial and parks, Significant for agricultural compatibility and temporary construction impacts s
Mitigation Measures:	Condition of Approval Deed Disclosure (Agricultural); MM 4.6-1 Construction Noise measures and MM 4.6-2 Commercial Noise Controls; <u>MM 4.14-1 Site Lighting to Minimize Nuisance</u>	WMM 4.1-2 Policies to Minimize Agricultural Impacts; WMM 4.5-2 Construction Noise Policies; WMM 4.5-4 Commercial Noise Policies; WMM 4.13-2 Light and Glare Policies
Significance after Mitigation:	Less Than Significant	Less Than Significant

Page 4.1-65, revise table as follows:

IMPACT 4.1-3		
POTENTIAL INCOMPATIBILITY WITH EXISTING AGRICULTURAL AND OTHER LAND USES IN THE URBAN RESERVE PARCELS, THE COUNTY, AND THE CITY OF ROSEVILLE		
Applicable Policies and Regulations	General Plan Policies (Community Form- Relationship of New Development) Zoning Ordinance (allowed uses) Placer County General Plan (agricultural policies).	
	SVSP	Urban Reserve
Significance with Policies and Regulations	Significant	Significant
Mitigation Measures:	Condition of Approval for Deed Disclosure and WMM 4.1-2 Policies to Minimize Agricultural Impacts, WMM 4.5-2 Construction Noise Policies, WMM 4.4-3 Reduction of Construction Emissions	Condition of Approval for Deed Disclosure and WMM 4.1-2 Policies to Minimize Agricultural Impacts, WMM 4.5-2 Construction Noise Policies, WMM 4.4-3 Reduction of Construction Emissions
Significance after Mitigation:	Less Than Significant	Less Than Significant

Page 4.1-71 Capitalize “Deed” in the Mitigation Measures section of Table 4.1-4:

Condition of approval for ~~d~~Deed Disclosure of Overflights

Page 4.1-73, Impact 4.1-5 table, amend mitigation measures for the SVSP as follows:

IMPACT 4.1-5	CONVERSION OF AGRICULTURAL LAND TO DEVELOPED USES	
Applicable Policies and Regulations	None Applicable	
	SVSP	Urban Reserve
Significance with Policies and Regulations	Significant	Significant
Mitigation Measures:	MM 4.1-2 Agricultural Compensation and MM 4.8-2 Open Space/Agricultural Land Preservation <u>4.8-4 Off-site and On-site Preservation of Grassland Habitat</u>	MM 4.1-3 Agricultural Conversion Policies
Significance after Mitigation:	Less Than Significant	Less Than Significant

Page 4.1-74, discussion of Impact 4.1-5 for SVSP area, amend number and title of mitigation measure as follows:

Mitigation is included in the project (MM 4.1-2 Agricultural Compensation and ~~MM 4.8-2 Open Space Preservation~~ MM 4.8-4 Off-site and on-site Preservation of Grassland Habitat discussed in Section 4.8 Vegetation and Wildlife) would provide 1:1 open space preservation that will ensure that grazing opportunities remain in the region. The project would preserve 1,300 acres of agricultural/grazing land either onsite or offsite to reduce impacts.

Page 4.1-75

MM 4.1-2 : Agricultural Compensation (Impact 4.1-1 and 4.1-5)

Page 4.1-79 last sentence on the page :

This disclosure shall be applied at the tentative map ~~state~~ stage to the affected properties.

Page 4.3-87, Impact 4.3-7 table, amend mitigation measures for the Urban Reserve as follows:

IMPACT 4.3-7	INCREASE TRAFFIC VOLUMES ON PLACER COUNTY ROADWAY SEGMENTS UNDER EXISTING CONDITIONS	
Applicable Policies and Regulations	Placer County General Plan Placer Vineyards Specific Plan Regional University Specific Plan	
	SVSP	Urban Reserve
Significance with Policies and Regulations	Significant	Significant
Mitigation Measures:	MM-4.3-3: Contribute project's fair share costs of the construction of transportation facilities and/or improvements on Placer County facilities	WMM-4.3-4: Contribute project's fair share costs of the construction of transportation facilities and/or improvements on Placer County facilities; MM 4.3-3 Contribute project's fair share costs of the construction of transportation facilities and/or improvements on Placer County facilities
Significance after Mitigation:	Significant and Unavoidable	Significant and Unavoidable

Page 4.3-90, discussion of Impact 4.3-7 for the SVSP, amend text as follows:

The conservative conclusion here that the impact is significant and unavoidable reflects the realities (i) that the City will be acting first without certain knowledge of Placer County actions and (ii) that the City cannot force Placer County to enter into an agreement against its will. The conclusion should not be understood to diminish the mandatory character of proposed Mitigation Measures 4.3-3 and ~~4.3-4~~, which require the City to attempt to enter into an agreement with the County to require the SVSP to pay its fair share for mitigation in

the unincorporated area necessitated in part by the SVSP, including impacts on Placer County segments.

Page 4.3-95, discussion of Impact 4.3-9 for the Urban Reserve, amend text as follows:

Implementation of ~~WMM 4.3-6~~ Mitigation Measure 4.3-4 Payment of Fair Share Costs of Improvements in Sacramento County, would reduce impacts. However the conservative conclusion here that the impact is **significant and unavoidable** reflects the realities (i) that the City will be acting first without certain knowledge of Sacramento County actions and (ii) that the City cannot force Sacramento County to enter into an agreement against its will. The conclusion should not be understood to diminish the mandatory character of proposed Mitigation Measure 4.3-4, which requires the City to attempt to enter into an agreement with the County to require future development in the Urban Reserve to pay its fair share.

Page 4.3-113, Impact 4.3-14 table, amend significance after mitigation for the Urban Reserve as follows:

IMPACT 4.3-14	INCREASED TRAFFIC ON CITY OF ROSEVILLE UNDER 2025 CONDITIONS	
Applicable Policies and Regulations	City of Roseville General Plan Level of Service Policies	
	SVSP	Urban Reserve
Significance with Policies and Regulations	Significant	Significant
Mitigation Measures:	MM 4.3-1 Modify City's CIP to provide for the intersection improvements.	WMM 4.3-1 Traffic Improvement Policies
Significance after Mitigation:	Significant and Unavoidable	Potentially Significant and Unavoidable

Page 4.3-147, Impact 4.3-16 table, amend listed mitigation measure as follows:

IMPACT 4.3-16	INCREASED TRAFFIC ON PLACER COUNTY INTERSECTIONS UNDER 2025 CONDITIONS	
Applicable Policies and Regulations	Placer County General Plan Policies	
	SVSP	Urban Reserve
Significance with Policies and Regulations	Less Than Significant	Potentially Significant
Mitigation Measures:	No Mitigation Required	MM 4.3-2 WMM 4.3-4 : Contribute project's fair share costs of the construction of transportation facilities and/or improvements on Placer County facilities
Significance after Mitigation:	Less Than Significant	Significant and Unavoidable

Page 4.3-154, Impact 4.3-19 table, amend listed mitigation measures as follows:

IMPACT 4.3-19	INCREASED TRAFFIC ON SACRAMENTO COUNTY ROADWAY SEGMENTS UNDER 2025 CONDITIONS	
Applicable Policies and Regulations	Sacramento County General Plan Policies	
	SVSP	Urban Reserve
Significance with Policies and Regulations	Significant	Significant
Mitigation Measures:	MM 4.3-5 4.3-4 : Contribute project's fair share costs of the construction of transportation facilities and/or improvements on Sacramento County facilities	MM 4.3-5 4.3-4 : Contribute project's fair share costs of the construction of transportation facilities and/or improvements on Sacramento County facilities
Significance after Mitigation:	Significant and Unavoidable	Significant and Unavoidable

Page 4.3-161 amend the text as follows:

Reigo Road - The recently approved Sutter Pointe Specific Plan and the ~~Vineyard Pointe~~ Placer Vineyards Specific Plan identified the ultimate need for Reigo Road to be widened to six lanes to accommodate future traffic volumes. Mitigation Measure 4.3-8 will facilitate the construction of such improvements by requiring that the City of Roseville shall negotiate in good faith with Sutter County to enter into fair and reasonable arrangements with the intention of achieving within a reasonable time period after approval of the Sierra Vista Specific Plan commitment for the provision of adequate fair share mitigation from the Specific Plan for impacts on Reigo Road.

Page 4.3-170, Impact 4.3-25, amend mitigation measures as follows:

IMPACT 4.3-25	Short and Long Term Construction Impacts	
Applicable Policies and Regulations	City of Roseville General Plan Resource, Open Space, Air Quality, Noise, and Hazardous Materials Policies City of Roseville Noise Ordinance City of Roseville Improvement Standards	
	SVSP	Urban Reserve
Significance with Policies and Regulations	Significant	Significant
Mitigation Measures:	MM 4.1-2 Agricultural Compensation, MM 4.13-2 Storm Water Quality Policies <u>Stormwater Management Development Standards</u> , MM 4.8-1 No Net Loss of Wetlands, MM 4.8-7 Offsite Surveys, MM 4.8-6 Habitat Restoration, MM 4.9-1 <u>Cease Work and Consult with Qualified Archaeologist Proper Handling of Cultural Resources</u> , MM 4.13-1 LID Standards, MM 4.4-1 Dust and Construction Control Measures, MM 4.10-1 Identify Potential Hazardous Materials, <u>MM 4.6-1 Construction Noise Reduction</u> , MM 4.9-2 <u>Cease Work Until Review conducted by Qualified Paleontologist and Recommendations Implemented</u> , MM 4.9-3 <u>Conduct Appropriate Off-site Studies</u>	MM 4.1-2 Agricultural compensation, WMM 4.7-2 Wetland <u>Protection Policies</u> , WMM 4.7-11 Stream Protection Policies , WMM 4.7-14 <u>4.7-15</u> Conduct Appropriate Offsite Surveys, <u>WMM 4.8-2 Include Policies and Conditions That Require Proper Handling of Archaeological Resources</u> , WMM 4.8-11 Proper Handling of Archaeological Resources , <u>WMM 4.8-13 Conduct Appropriate Studies</u> Cultural Resource Surveys , MM 4.1-2 Agricultural Compensation , MM 4.13-2 4.13-3 Storm Water Quality Policies, WMM 4.4-3 Reduction of Construction Emissions; WMM 4.5-2 Construction Noise Policies; WMM 4.9-2 Soil Contamination Policies
Significance after Mitigation:	Significant and Unavoidable	Significant and Unavoidable

Page 4.3-173, discussion of impact 4.3-25 for the SVSP, amend text as follows:

MM ~~4.13-1~~ 4.13-2 Low Impact Development Standards discussed in Chapter 4.13, Hydrology and Water Quality would reduce impacts to a less than significant level.

Page 4.3-175, discussion of Impact 4.3-25 for the Urban Reserve, amend text as follows:

Implementation of WMM 4.7-2 Wetland Policies, WMM ~~4.7-2~~ 4.7-15 Conduct Appropriate Surveys, as discussed in Chapter 4.8 Vegetation and Wildlife would reduce impacts to a **less than significant** level for impacts that could occur to wetlands, sensitive species, and loss of habitat.

...

MM ~~4.13-2~~ 4.13-3 Storm Water Quality Policies would reduce impacts to a **less than significant** level.

...

Implementation of WMM ~~4.10-1~~ 4.9-2 Soil Contamination Policies, discussed in Chapter 4.10 Hazardous Materials would reduce impacts from potential soil contamination to a **less than significant** level.

Page 4.4-31, Impact 4.4-2 table, amend listed mitigation measure for the SVSP as follows:

IMPACT 4.4-2	GENERATE LONG-TERM OPERATION RELATED (REGIONAL) EMISSIONS	
Applicable Policies and Regulations	None Applicable	
	SVSP	Urban Reserve
Significance with Policies and Regulations	Significant	Significant
Mitigation Measures:	WMM 4.4-4 Project Measures to Reduce Operational Emissions	WMM 4.4-4 Project Measures to Reduce Operational Emissions WMM 4.4-6 Operational Emissions Policies
Significance after Mitigation:	Significant and Unavoidable	Significant and Unavoidable

Page 4.4-32, discussion of Impact 4.4-2 for the SVSP, amend text as follows:

Buildout of the project will result in the generation of criteria pollutant emissions from mobile and area source emissions. Table 4.4-8 summarizes emissions associated with operation of the 2025 buildout. The estimates represent peak summer emissions. This is a **significant impact**. While WMM 4.4-4 (Project Measures to Reduce Operational Emissions) is available, no other feasible mitigation is available to reduce these emissions to levels that are less than the thresholds. Operational impacts would remain **significant and unavoidable**.

Page 4.4-37, Impact 4.4-4 table, amend numbering of mitigation measures as follows:

IMPACT 4.4-4	EXPOSURE TO TOXIC AIR CONTAMINANTS	
Applicable Policies and Regulations	Clean Air Act (NESHAPs Program) AB 2588 (Air Toxics Hot Spots Information and Assessment Act of 1987) PCAPCD Rules and Regs,	
	SVSP	Urban Reserve
Significance with Policies and Regulations	Potentially Significant	Potentially Significant
Mitigation Measures:	WMM 4.4-7(a) Risk Assessment and Site Specific Measures; <u>MM 4.4-2 Screening Health Risks</u>	WMM 4.4-7(a) Risk Assessment and Site Specific Measures
Significance after Mitigation:	Less Than Significant	Less Than Significant

Page 4.4-39, discussion of Impact 4.4-4 for the SVSP, amend as follows:

At the time subdivisions are planned for development within the SVSP, nearby and internal uses will be reviewed to determine the potential for exposure to TACs. Previously adopted WMM 4.4-7(a), identified in the WRSP EIR, which continues to apply to the SVSP area, requires that proposed uses within the SVSP that could generate TACs demonstrate that the applicable health risk thresholds will not be exceeded by submitting an application for a Permit to Operate to the PCAPCD. The PCAPCD will review each use. If it is determined that there are potential risks, a risk assessment and menu of site specific measures that could lessen impacts associated with toxic air contaminants would be required. In addition, ~~WMM 4.4-7 (b)~~ MM 4.4-2 requires screening health risk assessments prior to approval of new residential uses or schools after approval of commercial uses within the Placer Vineyards Specific Plan area within 350 feet of sensitive uses. With implementation of WMM 4.4-7 (a) and ~~WMM 4.4-7 (b)~~ MM 4.4-2, impacts due to exposure to TACs would be reduced to a **less than significant level**.

Pages 4.4-39 to 4.4-40, discussion of Impact 4.4-4 for the Urban Reserve, amend as follows:

While no specific development is proposed at this time in the Urban Reserve area, it is likely that commercial uses would be proposed within the Urban Reserve in the future. The PCAPCD will review each such use. If it is determined that there are potential risks due to emissions of TACs, pursuant to previously adopted WMM 4.4-7(a), a risk assessment and implementation of site specific measures that could lessen impacts associated with toxic air contaminants would be required. With implementation of WMM 4.4-7(a), impacts due to exposure to TACs would be reduced to a **less than significant level**.

Page 4.4-42, Impact 4.4-6 table, amend numbering of impact and add mitigation measure for the SVSP as follows:

IMPACT 4.4-5 4.4-6	Consistency with Plans and Policies	
Applicable Policies and Regulations	State Implementation Plan	
	SVSP	Urban Reserve
Significance with Policies and Regulations	Significant	Significant
Mitigation Measures:	MM 4.4-2 <u>WMM 4.4-4</u> Project Measures to Reduce Operational Emissions, <u>MM 4.5-1 Reduction of Operational Emissions</u>	WMM 4.4-6 Operational Emissions Policies
Significance after Mitigation:	Significant and Unavoidable	Significant and Unavoidable

Page 4.4-42, discussion of Impact 4.4.-6 for the SVSP, amend numbering of mitigation measure as follows:

~~MM 4.4-2~~ WMM 4.4-4 Project Measures to Reduce Operational Emissions would reduce air quality emissions, but not to a less than significant level and would not result in consistency with the SIP. If the proposed SVSP is approved and included in the City's General Plan, it will eventually be included in the SIP when it is next updated. ARB is the lead agency for all purposes with regard to the SIP.

Page 4.4-43, 1st paragraph, update the Figure numbers as follows:

Methodology

In preparation for the scoping of the Traffic analysis for the Sierra Vista Specific Plan, the City of Roseville sent a Notice of Preparation to local and regional agencies to solicit their comments and concerns. The geographic area included in the study and the specific roadway segments and intersections analyzed is a result of the comments received from the various agencies and in the results of the modeling of the land use and roadway network shown in Figure ~~4.3-5~~ 4.3-7, and also reflects the best professional judgment of City staff and consultants. This roadway network was utilized to determine the projects trip distribution as shown in Figure ~~4.3-5A~~ 4.3-8.

Page 4.3-46, update the Figure numbers in paragraphs 2 and 3 as follows:

The model distributes future trips based on a future development scenario. Thus the model does the same redistribution of non-project trips due to the project in the same way the model redistributes non-project trips due to growth between today and future conditions. Figure ~~4.3-5a~~ shows the modeled trip distribution for the project.

Given the location of Sierra Vista and proximity to SR-65, and Hwy 70/99, the traffic modeling, as shown in figure ~~4.3-5a~~, indicates that relatively few project trips would use I-80 in Roseville. The model does show that vehicles heading into Sacramento County are more likely to use Watt Avenue or Walerga Road to access Business 80 or Baseline/ Riego Road to access SR 70/99. There are very few destinations where I-80 in Roseville would be a preferred route to use.

Page 4.3-49 revise the figure number in the fourth paragraph:

The traffic associated with development of the proposed project has been evaluated under existing and future conditions. The proposed roadway network is shown in Figure ~~4.3-5~~ 4.3-7

Page 4.3-106 revise the table number in the first sentence:

Table ~~4.3-18~~ 4.3-19 shows the existing and existing plus project volumes on State highway segments.

Page 4.3-110 revise the second paragraph:

Tables 4.3-20 and 4.3-21 show the a.m. and p.m. peak hour level of service, respectively, at ~~164~~ 176 existing signalized intersections Citywide under 2025 CIP conditions without buildout of Sierra Vista.

Page 4.3-140 revise the sentence as follows:

Table ~~4.3-24~~ 4.3-25 identifies those intersections that would be significantly impacted during the p.m. peak hour.

Page 4.3-162 Second sentence:

The proposed project would result in traffic volume increases on some Rocklin roadways. Table ~~4.3-31~~ 4.3-33 shows that the addition of the proposed project is projected to increase daily traffic on two of the four study segments, however these increases would not result in a significant change in level of service.

Page 4.3-163 second paragraph revise the table numbering:

Table ~~4.3-32~~ 4.3-34 shows the 2025 CIP and 2025 CIP plus project levels of service at a number of interchanges providing access to State highways; including State Route 65, Interstate 80, and State Route 70/99.

Page 4.3-166 revise the numbering of the table in the first sentence:

Table ~~4.3-33~~ 4.3-35 shows the 2025 CIP and 2025 CIP plus project volumes and levels of service on study area State Highway segments.

Page 4.6-1 revise footer page number as follows:

Page 4.6-33, Impact 4.6-4 table, amend significance after mitigation for the Urban Reserve as follows:

IMPACT 4.6-4	PARK NOISE	
Applicable Policies and Regulations	City of Roseville Municipal Code Section 9.24.130 Sound limits on public property	
	SVSP	Urban Reserve
Significance with Policies and Regulations	Potentially Significant for Community-wide park and Less than significant for neighborhood parks	No impact for Community-wide parks, and Less than significant impact from neighborhood parks
Mitigation Measures:	MM 4.6-3 Attenuate Park Noise	None Required
Significance after Mitigation:	Less Than Significant	Less Than Significant No impact for Community-wide parks, and Less than significant impact from neighborhood parks

Page 4.6-38, Impact 4.6-6 table, amend significance after mitigation for the Urban Reserve as follows:

IMPACT 4.6-6	EXISTING PLUS PROJECT INCREASE IN TRAFFIC NOISE	
Applicable Policies and Regulations	City of Roseville General Plan Element	
	SVSP	Urban Reserve
Significance with Policies and Regulations	Significant	Significant
Mitigation Measures:	MM 4.6-4 Traffic Noise Attenuation	WMM 4.5-8 On-site Traffic Noise Attenuation and WMM 4.5-10 On-site Traffic Noise Policies
Significance after Mitigation:	Significant and Unavoidable	Significant and Unavoidable Less Than Significant

Page 4.6-39, third sentence:

Table ~~4.6-8~~, 4.6-9 data indicate that existing traffic noise level increases resulting from the proposed SVSP would range from 0.3 DB to 5.0 dB compared to existing conditions.

Page 4.6-32, first paragraph:

Because the SVSP will be built out over time, this EIR includes an analysis of year 2025 conditions plus the project. As shown in Table ~~4.6-11~~ 4.6-10, traffic noise levels in 2025 are projected to exceed the City's General Plan noise standard of 60 Ldn on 20 roadway segments in the vicinity, with or without the SVSP.

Page 4.6-46, second paragraph:

Traffic noise impacts at future noise sensitive uses within the SVSP area could be significant. Table ~~4.6-10~~ 4.6-11 shows the predicted traffic noise levels at the SVSP residential uses that would be located adjacent to the major project-area arterial roadways. Table ~~4.6-10~~ 4.6-10 also indicates the property line noise barrier heights required to achieve compliance with an exterior noise level standard of 60 dB Ldn.

Volume 2

Since circulation of the Draft EIR the biology consultant, Tom Skordal worked with the project engineer, McKay & Somps to verify and confirm the wetland information. More up to date information was provided on the off-site infrastructure improvements which resulted in a small change to the acreage numbers. In addition, it was determined that there was a slight over estimation of wetland acreage and a couple of minor errors in the wetland tabulation. This information has been coordinated with the Army Corps and they concur with the changes. The Army Corps will re-verify the delineation based on the proposed revisions. None of the minor changes outlined below result in a new or more severe impact to wetlands than that identified in the original EIR.

Page 4.8-38, Table 4.8-2 is revised as follows:

TABLE 4.8-2
DIRECT IMPACTS TO WATERS OF THE UNITED STATES
IN THE SVSP PROJECT AREA
Non-Shrimp Habitat

Wetland Type	Total Impacts ¹	Total Preserved ²	Total Existing
Ephemeral Stream	0.0415 <u>0.03375</u>	0.021 <u>0.034</u>	0.0625 <u>0.0204</u>
Intermittent Stream	0.7978 <u>0.5597</u>	4.2732 <u>2.6997</u>	5.071 <u>3.2593</u>
Perennial Stream	1.433 <u>0.9455</u>	0.716 <u>3.1992</u>	2.150 <u>3.9369</u>
Pond	1.045	1.0220	2.0670
Perennial Marsh	0.8483 <u>0.8887</u>	0.107 <u>0.106</u>	0.859 <u>0.8588</u>
Seasonal Wetland	3.9234 <u>4.7653</u>	1.6105 <u>1.7386</u>	5.5339 <u>6.1743</u>
Wetland Swale	9.8812 <u>10.1257</u>	1.3834 <u>1.8712</u>	11.2646 <u>10.8653</u>
Vernal Pool	3.7379 <u>6.8913</u>	3.2262 <u>3.1932</u>	6.9641 <u>9.3075</u>
Total Non-Shrimp Habitat	21.7081 <u>25.5587</u>	12.264 <u>13.7379</u>	33.9721 <u>36.4895</u>

¹ Total impacts include both on- and off-site impacts

² It should be noted that total preserved and total existing are on-site totals and do not include offsite impact.

Page 4.8-38, Table 4.8-3 is revised as follows:

**TABLE 4.8-3
DIRECT IMPACTS TO WATERS OF THE UNITED STATES
IN THE SVSP PROJECT AREA³
Shrimp-Habitat**

Wetland Type⁴	Total Impacts	Total Preserved	Project Area Total
Seasonal Wetland	0.5134 <u>0.5156</u>	0.3706	0.884
Vernal Pool	2.4461 <u>2.0869</u>	0.1217	2.5678
Depressional Wetland Swale ⁵	<u>0.3482</u>	<u>0.1378</u>	<u>0.4860</u>
Total Shrimp Habitat	2.9595 <u>2.9507</u>	0.4923	3.4518

Page 4.8-38, Table 4.8-4 is revised as follows:

**TABLE 4.8-4
TOTAL DIRECT IMPACTS TO WATERS OF THE UNITED STATES
IN THE SVSP PROJECT AREA**

Wetland Type	Total Impacts	Total Preserved	Project Area Total
Total all wetlands	24.6676 <u>25.5587</u>	12.7563 <u>13.7379</u>	37.42.9 <u>36.4895</u>

Source: North Fork Associates, Gibson & Skordal, and ECORP, ~~2009~~ updated 2010.

³ These impacts are a subset of the impacts listed in Table 4.8-2

⁴ Suitable habitat within occupied watersheds.

⁵ This total includes those portions of wetland swales that are depressional and pond water.

Page 4.8-39, Table 4.8-5 is revised as follows:

TABLE 4.8-5

SUMMARY OF MINIMUM MITIGATION REQUIRED

Habitat Type	Location	Direct Impact	Indirect Impact	Preservation @2:1	Restoration @ 1:1	Creation @ 1:1
<i>Non-Fairy Shrimp</i>	On-and off-site	21.7081 <u>22.3019</u>	0	0	0	21.7081 <u>22.3019</u>
<i>Fairy Shrimp</i>	On-and off-site	3.373 <u>3.2568</u>	0.631 <u>1.36</u>	7.181 <u>9.1656</u>	2.9595 <u>3.2568</u>	0.00
Grand Total		23.218 <u>25.5587</u>	0.631 <u>1.36</u>	8.182 <u>9.1656</u>	3.460 <u>3.2568</u>	21.7081 <u>22.3019</u>

TABLE 4.8-6

SUMMARY OF MINIMUM MITIGATION ACRES PROPOSED

On-site Preservation	Off-site Preservation	Preservation Total	On-site Creation	Off-site Restoration	Creation/Restoration Total
0.843	6.338 <u>8.3226</u>	7.181 <u>9.1656</u>	45.5	2.9595 <u>3.2568</u>	48.4595 <u>48.7568</u>

Page 4.8-44 add text to the third paragraph:

Mitigation is proposed to reduce the impacts to vernal pool habitat as shown in Table 4.8-6 and discussed above. Further, MM 4.8-1 requires vernal pool restoration to be completed in accordance with the “no net los” performance standard required by MM 4.8-1 (a), current USACE and USFWS guidelines, and City General Plan Policy as set forth in the Wetland Mitigation Guidelines. MM 4.8-1 requires a Wetland Avoidance/Mitigation Plan. Further, MM 4.8-4 Offsite and On-site Preservation of Grassland Habitat will ensure 1,036 acres of grassland is preserved which would provide wetland protection.

Page 4.8-47, Impact 4.8-4 table, amend mitigation measures as follows:

IMPACT 4.8-4	LOSS OR DEGRADATION OF HABITAT FOR WESTERN SPADEFOOT	
Applicable Policies and Regulations	Federal Endangered Species Act State Endangered Species Act California Fish and Game Code	
	SVSP	Urban Reserve
Significance with Policies and Regulations	Significant	Significant
Mitigation Measures:	MM 4.8-1 (a) No Net Loss of Wetlands; MM 4.8-2 Relocate Western Spadefoots, <u>MM 4.8-4 Off-site and On-site Preservation of Grassland Habitat</u>	WMM 4.7-5 Spadefoot Protection Policies and WMM 4.8-2 <u>4.7-2</u> Relocate Western Spadefoots
Significance after Mitigation:	Less Than Significant	Less Than Significant

Page 4.8-55, discussion of Impact 4.8-6 on the Urban Reserve, amend as follows:

Suitable habitat for legally protected raptor species exists within the Urban Reserve area. Development of the Urban Reserve could eliminate over 400 acres of grassland habitat. Disturbance resulting in active nest abandonment, removal of an active nest, or otherwise injuring pursuing or harming raptors would be a **significant** impact. Compliance with the State Endangered Species Act, CDFG Code, and the Migratory Bird Treaty Act would be required. Previously adopted WMM 4.7-7, identified in the WRSP EIR, would continue to apply to the Urban Reserve area and requires that surveys for special status and other legally protected raptors be conducted, and if special status or other legally protected raptors are determined to have active nests in the area, then a mitigation program that incorporates the protective measures set forth in previously adopted WMM ~~4.7-6~~ 4.7-7 must be developed in consultation with CDFG. Implementation of WMM 4.7-7 would reduce impacts on the nesting raptors to a **less than significant** level.

Page 4.9-15, Impact 4.9-1 table, amend mitigation measures for the Urban Reserve as follows:

IMPACT 4.9-1		DISTURB, DAMAGE OR DESTROY UNIDENTIFIED SUBSURFACE ARCHAEOLOGICAL OR HISTORICAL RESOURCES OR HUMAN REMAINS DURING PROJECT CONSTRUCTION	
Applicable Policies and Regulations	Sections 15064.5 and 15126.4 (b) of the CEQA Guidelines.		
	SVSP	Urban Reserve	
Significance with Policies and Regulations	Significant	Significant	
Mitigation Measures:	MM 4.9-1 Cease work and consult with qualified archaeologist	WMM 4.8-2 Cultural Resource Handling and Protection and WMM 4.8-3 Archaeological Survey Policies	
Significance after Mitigation:	Potentially Significant and Unavoidable	Potentially Significant and Unavoidable	

Page 4.9-21, Impact 4.9-4 table, amend mitigation measures for the Urban Reserve as follows:

IMPACT 4.9-4		DAMAGE OR DESTROY HISTORICAL, ARCHAEOLOGICAL, PREHISTORIC, OR PALEONTOLOGICAL RESOURCES DURING CONSTRUCTION OF OFF-SITE INFRASTRUCTURE	
Applicable Policies and Regulations		CEQA Sections 21803.2 (b) – (f) Section 15064.5 of the CEQA Guidelines	
		SVSP	Urban Reserve
Significance with Policies and Regulations		Significant	Significant
Mitigation Measures:		MM 4.9-1 Cease work and consult with qualified archaeologist MM 4.9-2 Cease work and consult with qualified paleontologist MM 4.9-3 Conduct appropriate studies	WMM 4.8-2 Include policies and conditions that require proper handling of resources; WMM 4.8-3 Conduct Archaeology Studies; WMM 4.8-11 Include policies and conditions that require proper handling of Paleontological resources; WMM 4.8-13 Conduct Appropriate Studies
Significance after Mitigation:		Less Than Significant as to Archaeological, Paleontological Resources; Potentially Significant and Unavoidable as to Historical Resources	Less Than Significant as to Archaeological, Paleontological, and Prehistoric Resources; Potentially Significant and Unavoidable as to Historical Resources

Page 4.10-40, WMM 4.9-2, Hazardous Materials chapter, amend text of mitigation measure as follows:

Once a site is remediated, construction may continue. The City shall also continue to update its records concerning contamination or hazards that could be present at facilities or sites adjacent to the ~~SOI Amendment Area~~ Urban Reserve, and take necessary action to ensure that the health and safety of the public is protected.

Page 4.11-19, discussion of schools regulatory setting, Proposition 1A/SB 50, amend text as follows:

Proposition 1A/Senate Bill 50

Prop 1A/SB50 has resulted in State preemption of school mitigation. Satisfaction of the statutory requirements by a developer is deemed to be “full and complete mitigation.” The law does identify certain circumstances under which the statutory fee can be exceeded. These include preparation and adoption of a “needs analysis”, eligibility for state funding, and other provisions.

According to Government Code section 65996, except for development fees authorized by Education Code section 17620 or pursuant to provisions for interim facilities appearing at Government Code section 65970 through 65981, no “fee, charge, dedication, or other requirement” shall be “levied or imposed in connection with, or made a condition of, a legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property or a change in governmental organization or reorganization[.]” (Gov. Code, § 65995, subd. (a).) These development fees authorized by SB 50 are “deemed to provide full and complete school facilities mitigation[.]” (Gov. Code, § 65996, subd. (b).)

SB 50 establishes three levels of development fees that may be levied upon new construction. Level 1 fees are the maximum amount of fees that can be imposed on new development as set by the State Allocation Board. A school district imposing the development impact fees must show “that a valid method was used for arriving at the fee in question, ‘one which established a reasonable relationship between the fee charged and the burden imposed by the development.’” (*Shapell Industries, Inc. v. Governing Bd.* (1991) 1 Cal.App.4th 218, 235.) Level 1 fees are intended to be increased every two years at the January meeting of the State Allocation Board, at which time the increase will become effective. (Gov. Code, § 65995, subd. (b)(3).) The State Allocation Board last increased development fees on January 30, 2008 to \$2.97 per square foot for residential development and \$0.47 per square foot for commercial and industrial development. As of January 27, 2010, the new Level 1 fees will be increased.

In general, Level 2 and Level 3 fees apply to new residential construction only. Level 2 fees allow the school district levying the fees to increase development fees beyond the statutory levels to no more

than 50 percent of construction costs, under certain circumstances stated in Government Code Section 65995.5(b)(3). This assumes that State funds will cover the remaining 50 percent. Level 3 fees allow the school district to impose 100 percent of the cost of the school facility or mitigation when State funds for new school facility construction have been exhausted after 2006. (Gov. Code, § 65995.7.) Both Level 2 and Level 3 funds only may be levied if the school districts have conducted and adopted a school facility needs analysis. As discussed on Draft EIR page 4.11-22, the project will fully mitigate school impacts in accordance with the Development Agreements and funding agreements with affected school districts. The project applicants will undertake these measures that go beyond what is required under State law.

~~Assuming a district can meet the test for exceeding the statutory fee, the law establishes ultimate fee caps of 50 percent of costs where the State makes a 50 percent match, or 100 percent of costs where the State match is unavailable. All fees are levied at the time the building permit is issued. District certification of payment of the applicable fee is required before the City or County can issue a building permit.~~

Page 4.11-19, Schools, add the following:

The Class Size Reduction program, which was established by the state in 1996, is intended to improve education, especially in reading and mathematics, of children in kindergarten through third grade. There are financial penalties for schools that exceed classroom sizes greater than 20. It should be noted that it is within the school district's discretion whether it will opt into the program and receive the associated funding, and thus the program is not a requirement.

Page 4.11-23, Revise the Student Generation Rates for Roseville City School District as follows:

**TABLE 4.11.3-4
STUDENT GENERATION RATES BY SCHOOL DISTRICT**

	LDR/ MDR	HDR	CMU	Students Generated	School Capacity	Schools Required
Center Unified School District ¹						
Grades K-6	0.354	0.046	0.046	1,551	800	2
Grades 7-8	0.158	0.034	0.034	713	900	0.8
Grades 9-12	0.272	0.042	0.042	1,198	2,000	0.6
Roseville City School District ²						
Grades K-5	0.3390	0.111 <u>0.1513</u>	n/a	497 <u>298</u>	600	0.3 <u>0.5</u>
Grades 6-8	0.127 <u>0.2038</u>	0.037 <u>0.886</u>	n/a	82 <u>272</u>	1,000	0.1 <u>0.27</u>
Roseville Joint Union High School District ²						
Grades 9-12	.161	0.036	n/a	104	1,800	0.06

1. 4,158 LDR/MDR units, 1,465 HDR units, and 255 CMU units assumed.

2. 609 LDR/MDR units and 168 HDR units assumed.

Source: PBS&J and Roseville City School District

Page 4.11-24, Impact 4.11-3 table, amend mitigation measure for the SVSP as follows:

IMPACT 4.11-3	INCREASED DEMAND FOR SCHOOL SERVICES	
Applicable Policies and Regulations	City of Roseville General Plan Public Facilities Element Roseville Ordinance 2434	
	SVSP	Urban Reserve
Significance with Policies and Regulations	Less than significant for school capacity, Potentially Significant for safe routes to schools.	Significant
Mitigation Measures:	MM 4.11.3-2 <u>4.11-3</u> Safe Routes to School	WMM 4.10-7 Designate school sites and WMM 4.10-8 School Transportation Policies
Significance after Mitigation:	Less Than Significant	Less Than Significant

Page 4.11-25, discussion of Impact 4.11-3 for the SVSP, amend text as follows:

Students in the plan area would need to be bused or find other modes of transportation to access high schools in either CJUSD or the RJUSD. Elementary school children within the boundaries of RCSD would also need to be bused or find other modes of transportation, as no elementary schools are planned in the SVSP for that school district. MM ~~4.11.3-2~~ 4.11-3 encourages the applicants to work with the school districts to accommodate safe routes to schools.

Page 4.11-25 last sentence, amend to include the following language:

WMM 4.10-8 School Transportation Policies would require the applicant to work with the school districts to establish a mechanism for the safe transporting of students to schools outside the area in coordination with the school districts.

Page 4.12.1-46 Revise the following to account for ongoing cattle ranch operations at Reason Farms:

Reason Farms

Reason Farms is a 1,754 acre City owned property located northwest of the City's West Roseville Specific Plan Area. Prior to City acquisition of the property in early 2003, Reason Farms was used for the agricultural production of rice. It is estimated that approximately 6,483 AFY of groundwater was extracted from the aquifer underlying the property and applied to 1,080 acres of the land for irrigation purposes. The major portion of this water was lost to evapo-transpiration, while a smaller amount returned to the groundwater basin through deep percolation. Since the City acquired the property in 2003, rice farming has been discontinued and the property is now dry farmed resulting in "banked" groundwater. However, approximately up to 700 acre feet a year may still be used to support cattle ranch operations. The following assumptions were made for the analysis of mitigating dry-year and emergency groundwater use, which was assumed to be accomplished by revised farming practices at the Reason Farms property:

- 1,080 acres of land taken out of rice production
- 6,483 AFY of groundwater formerly extracted for rice irrigation demand
- 2,632 AFY of groundwater used for irrigation returned to the basin by deep percolation
- Net ~~3,851~~ 3,151 AFY of groundwater recharge "banked" for beneficial uses (6,483 AFY – 2,632 AFY for percolation - 700 AFY for cattle ranching operations).

Page 4.12.1-76, amend text as follows:

Water Forum Scenario

As discussed in under Impact 4.12.1-2, the Water Forum estimated that groundwater would need to be used in 7 years out of 100 to supplement available surface water supplies after a 20 percent conservation level had been achieved. The estimated amount of groundwater per year needed to augment surface water supplies would

range from 0 to 6,445AFY, and would total 26,363 AF for the 100-year analysis period. The amount of banked groundwater obtained through fallowing Reason Farms is estimated to be ~~358,143~~ 293,043 AF (banking assume to occur in 93 years of 100 years for a total of ~~3,851~~ 3,151 AFY banked). After subtracting the both the amount of groundwater used for emergency backup recycled water supply and the amount used in dry years from the amount of banked groundwater, ~~331,612~~ 266,512 AF would remain in the groundwater basin. Table 4.12.1-7 summarizes these groundwater impacts under the Water Forum Scenario.

Page 4.12.1-77, Revise Table 4.12.1-8 as follows

**TABLE 4.12.1-8
GROUNDWATER SUPPLY NEEDS AT BUILDOUT CONDITIONS
WATER FORUM DRY YEAR SCENARIO**

GROUNDWATER USE	GROUNDWATER DEMAND (AFY)	GROUNDWATER OVER PROJECT LIFE (100 YEARS)	COMMENT
Dry year supply to supplement surface water	6,445	26,363 AF	Groundwater required in 7% of all years. Reference Impact 14.12.1-2
Recycled water emergency backup supply	8.4	168 AF	Assumes 1.37 mgd for a period of two days under emergency conditions when recycled water is not available. It is further assumed emergency conditions would occur once every five years for a total groundwater need of 168 AFY for the life of the project (100 years).
Total Groundwater Needs	6,453.4 AFY	26,531 AF	
Banked Groundwater from fallowing Reason Farms	3,851 <u>3,151</u> AFY	358,143 <u>293,043</u> AF	Banking occurs in 93 of 100 years.
Net Groundwater Banked		331,612 <u>266,512</u> AF	

Page 4.12.1-76, amend text as follows:**USBR OCAP Scenario**

Under the OCAP projected deliveries, as identified under Study 8, full deliveries will be available only fifty-eight (58) percent of the time, which indicates that forty-two (42) percent of the time, some level of conservation will be in effect. Thirteen (13) percent of the time, surface water deliveries will need to be expanded by the use of groundwater. The estimated amount of groundwater per year needed to augment surface water supplies would range from 0 to 6,445 AFY and would total 48,559 AF for the 100-year analysis period. The amount of banked groundwater obtained through fallowing Reason Farms is estimated to be ~~335,037~~ 274,137 AF (banking assumed to occur in 87 years out of 100 years for a total of ~~3,851~~ 3,151 AFY banked). After subtracting both the amount of groundwater used for emergency backup recycled water supplies and the amount used in dry years from the amount of bank groundwater, ~~286,310~~ 225,410 AF would remain in the groundwater basin. Table 4.12.1-8 summarizes the groundwater impacts under the USBR OCAP Scenario.

Page 4.12.1-78 revise Table 4.12.1-9 as follows:

**TABLE 4.12.1-9
GROUNDWATER SUPPLY NEEDS AT BUILDOUT CONDITIONS
USBR OCAP DRY YEAR SCENARIO**

GROUNDWATER USE	GROUNDWATER DEMAND (AFY)	GROUNDWATER OVER PROJECT LIFE (100 YEARS)	COMMENT
Dry year supply to supplement surface water	6,445	48,559 AF	Groundwater required in 13% of all years. Reference Impact 14.12.1-2
Recycled water emergency backup supply	8.4	168 AF	Assumes 1.37 mgd for a period of two days under emergency conditions when recycled water is not available. It is further assumed emergency conditions would occur once every five years for a total groundwater need of 168 AFY for the life of the project (100 years).
Total Groundwater Needs	6,453.4 AFY	48,727 AF	
Banked Groundwater from fallowing Reason Farms	3,851 3,151 AFY	335,037 274,137AF	Banking occurs in 87 of 100 years.
Net Groundwater Banked		286,310 225,410AF	

Page 4.12.1-79, amend text as follows:

However, as previously described and documented in Table 4.12.1-89, above, the City's following of Reason Farms results in overall groundwater banking of approximately ~~271,150~~ 213,910 AF over 100 years. Because the proposed SVSP and future development of the Urban Reserve area are expected to use less groundwater water than will be banked from following Reasons Farms over the analysis period, this impact is considered **less than significant**.

Page 4.12.4-2, end of second paragraph, amend as follows:

The compost portion of the facility has an annual processing capacity of 75,000 cubic yards. Based on an average density of 0.8 tons per cubic yard, this equates to an annual processing capacity of approximately 60,000 tons.

Page 4.12.4-10, discussion of Impact 4.12-1 for the SVSP, amend text as follows:

As explained above, the MRF currently processes an average of 1,071 tons per day of which 831 tons is mixed solid waste while the remaining volume is green waste collections and other source separated recyclables and is ~~permitted~~ designed to receive up to 2,200 tons per day. The peak tonnage received at the MRF would continue to increase as growth occurs in the service area. The MRF is permitted to receive 1,750 tons per day and is currently operating at approximately 49% of permitted capacity. At buildout of the City and the SVSP, an additional 493 tons per day (990 - 497) of waste would be processed at the MRF. Adding this to the current processing rate of 831 tons per day yields an estimated capacity need of 1,324 tons per day. This would represent ~~60~~76% of the MRFs permitted capacity at buildout. Thus there is adequate capacity to serve the SVSP; therefore, this would be considered a **less than significant** impact.

Page 4.12.4-11, discussion of Impact 4.12-1 for the Urban Reserve, amend text as follows:

The WRSP FEIR identified a significant and unavoidable impact due to increased demand for solid waste services at the MRF, because the processing volumes were expected to exceed the permitted capacity of that facility. Since preparation of the WRSP FEIR, staff has been able to better verify waste generation rates, ~~and the permitted capacity of the MRF has increased from 1,900 tons per day to 2,200 tons per day.~~ As a result of these changes and new information, the existing permitted MRF processing ~~capacities~~ capacity would be sufficient to serve not only the SVSP at buildout, but the Urban Reserve as well. This is a departure from what was assumed in the WRSP FEIR, which assumed that MRF capacity would need to be expanded. Therefore, WMM 4.11-10 (Increase MRF Capacity) is no longer applicable to the project. Impacts on the MRF are considered **less than significant**.

Page 4.12.4-12, discussion of Impact 4.12.4-2 for the SVSP, amend text as follows:

The landfill has a remaining capacity of approximately 25,438,634 cubic feet yards. According to ~~SPWMA~~ WPWMA staff, 1,200 pounds of solid waste take up approximately one cubic ~~foot~~ yard of landfill space. Thus considering the remaining capacity estimates cited above yields a remaining landfill capacity of 15,263,180 tons. Currently, the landfill is projected to be able to accept waste until 2042. However, the final closure date could be affected by several factors, including regional growth rates, economic conditions, and the efficiency of waste recovery. Depending on when the project area is built out, it would generate approximately 359,700 tons of solid waste for disposal to the landfill (17,985 tons per year x 20 years). This waste would require approximately 2 percent of the landfill's remaining capacity and will shorten the life time of the landfill by less than a year based on a remaining life span of 33 years (between year 2009 and 2042). Because the SVSP could shorten the life of the landfill the impact is considered **significant**.

Approximately 465-acres west of the WRSL are available for a landfill expansion, although no expansion has been approved to date. As discussed in ~~MM 4.12.4-1~~ WMM 4.11-7, the landfill could be expanded to increase capacity; however the City cannot guarantee landfill

expansion beyond current plans. Therefore, this impact is considered ~~less than significant~~ **significant and unavoidable**.^[6]

Page 4.13-35, discussion of Impact 4.13-5 for the SVSP, amend text as follows:

Compliance with the NPDES regulations and MM ~~4.13-1~~ 4.13-2 which requires implementation of LID measures, would ensure stormwater treatment devices specific to the land uses in the SVSP are implemented to the maximum extent practicable. Stormwater treatment devices will be chosen for their effectiveness in reducing urban pollutants in the stormwater runoff to meet the Basin Plan and water quality objectives of the City's Phase II SWMP. Taken together, all of these measures will avoid any violation of any water quality standards, will avoid the creation of substantial additional sources of polluted runoff, and will avoid any substantial degradation of water quality. As a result, potential water quality effects from urban runoff remain at **less than significant** level.

Page 4.13-35, discussion of Impact 4.13-5 for the Urban Reserve, amend text as follows:

Implementation of MM-~~4.12-2~~ 4.13-3, Storm Water Quality Policies, in conjunction with compliance with the City of Roseville's permit requirements, would reduce urban runoff and pollutants so that water quality standards are not violated, substantial additional sources of polluted runoff will not be created, and substantial degradation of water quality will be avoided. As a result, impacts to water quality will be mitigated to a **less than significant** level.

⁶ / This change in impact characterization from "less than significant," as incorrectly shown in the Draft EIR, to "significant and unavoidable" is necessary to correct a factual error in the Draft EIR, which, notably, had correctly shown the impact as significant and unavoidable in the original version of Table 3-1 in the Executive Summary. The change, moreover, is consistent with the logic of the original discussion of Impact 4.12.4-2, which explained that the City has no ability to guarantee an expansion of the Western Regional Sanitary Landfill. This change to correct an earlier, inadvertent error does not create a "new significant impact" of the project.

Page 4.14.11, immediately below Figure 4.14.6, eliminate redundant text:

Policy 7: Encourage project designs that place a high priority and value on open space and the preservation, enhancement and incorporation of natural resources and other features including consideration of topography, vegetation, wetlands, and water courses.

Page 4.14-17, Impact 4.14-2 table, amend mitigation measures for the SVSP as follows:

IMPACT 4.14-2	NEW SOURCES OF LIGHT AND GLARE	
Applicable Policies and Regulations	Roseville Community Design Guidelines SVSP Design Guidelines	
	SVSP	Urban Reserve
Significance with Policies and Regulations	Significant	Potentially Significant
Mitigation Measures:	MM 4.13-1 (A) <u>4.14-1(a)</u> , MM 4.13-1 (B) <u>4.14-1(b)</u> , MM 4.13-2 <u>4.14-2</u> , and MM 4.13-3 <u>4.14-3</u> Measures to reduce light impacts	WMM 4.13-2 Light and Glare Policies
Significance after Mitigation:	Significant and Unavoidable	Significant and Unavoidable

Page 4.14-20, discussion of Impact 4.14-2 for the Urban Reserve, amend text as follows:

Any future development of the Urban Reserve area would result in light from new urban uses, which would increase ambient nighttime illumination and result in a substantial change in the amount of light generated on the site. Previously adopted WMM ~~4.14-2~~ 4.13-2 Light and Glare Policies, identified in the WRSP EIR, continues to apply to the Urban Reserve area and requires that specific plans and development proposal include policies to reduce the effects of nighttime lighting and glare, including spillover, through the use of techniques such as shielding and construction with low glare materials. Nevertheless, because development of the Urban Reserve area would introduce urban lighting into this currently unlighted area, the impact would remain **significant and unavoidable**.

Page 4.14-21, Impact 4.14-3 table, amend significance for the Urban Reserve as follows:

IMPACT 4.14-3		DEGRADATION OF SCENIC RESOURCES AND SCENIC VISTAS	
Applicable Policies and Regulations		None Applicable	
		SVSP	Urban Reserve
Significance with Policies and Regulations		Significant	Potentially Significant
Mitigation Measures:		Compliance with the City's General Plan, Communitywide Design Guidelines and the SVSP Design Guidelines	Compliance with the City's General Plan, Communitywide Design Guidelines and the SVSP Design Guidelines
Significance after Mitigation:		Significant and Unavoidable	Significant and Unavoidable

Page 4.14-22 amend as follows:

Specific Plans and/or other development proposals for the ~~Remainder Area~~ Urban Reserve shall include policies or conditions of project approval that reduce the effects of nighttime illumination and glare from the ~~Remainder Area~~ Urban Reserve. The Specific Plans and/or development proposals shall include policies and/or conditions that require that lighting for stadiums and ball fields be shielded and designed to distribute light in the most efficient manner, using the minimum amount of light to achieve the necessary illumination for the use, and that hours of operation be limited to avoid nuisances.

Page 6-6, amend title of alternatives as follows:**Alternative 2: ~~Increased Avoidance~~ Reduced Footprint, Increased Density Alternative.**

This alternative assumes slightly greater numbers of residential units with greater open space (smaller development footprint).

This alternative would accommodate approximately 6,665 dwelling units and 599 acres of open space.

Alternative 3: ~~Increased Avoidance~~ Reduced Footprint, Same Density Alternative. This alternative assumes 1,726 fewer residential units with greater open space (smaller development footprint). This alternative would accommodate approximately 4,931 residential units and 599 acres of open space.

Alternative 4: ~~Project~~ Same Footprint, Reduced Density Alternative. This alternative assumes the same open space avoidance as the proposed project, with lower densities, for a total of 4,985 units. Each of the alternatives is described in more detail below, followed by an assessment of the alternative's impacts relative to the proposed project. The focus of this analysis is the difference between the alternatives and the project and the significant impacts.

Page 6-10, amend title bar as follows:

6.5 ALTERNATIVE 2: REDUCED FOOTPRINT/INCREASED DENSITY DEVELOPMENT
ALTERNATIVE

Page 6-26, amend title bar as follows:

6.6 ALTERNATIVE 3:
REDUCED DEVELOPMENT FOOTPRINT/SAME DENSITY ALTERNATIVE

Page 6-45, discussion of Alternative 4, Population, Employment and Housing, amend text as follows:

Move the following discussion to the Land Use section; it currently exists in the Population, Employment and Housing section:

Consistency with Adopted City Policies

Like the proposed project, Alternative 4 would be required to comply with all applicable plans and policies. This is a **less than significant** impact.

However, this alternative would be less consistent with the SACOG Blueprint. Lower density development would make it more difficult for residents to walk or bike to services. Fewer uses would be located proximate to each other. Since the Blueprint Preferred Land Use Map accommodates projected regional growth, Alternative 4, compared to the proposed project, would divert development to other locations in the region or away from the existing urban footprint, which would create additional environmental impacts, including increased long-term per capita consumption of land, water, electricity, natural gas, and vehicle fuels, increased per capita wastewater generation, and increased per capita air pollutant and greenhouse gas emissions.

Page 6-47, discussion of Alternative 4, Air Quality, amend text as follows:

Alternative 4 would result in a significant impact because emissions of ROG, NO_x, and PM₁₀ would exceed the PCAPCD's significance thresholds. Implementation of Mitigation Measure ~~AQ-1~~ MM 4.4-1 would reduce emissions, but those emissions would still exceed the PCAPCD's thresholds.

Page 6-51 to 6-52, discussion of Alternative 4, amend text to remove duplicative text as follows:

CULTURAL AND PALEONTOLOGICAL RESOURCES

Alternative 4 would result in the same loss of annual grasslands as the SVSP, which would be a **significant** impact. At lower densities, there may be an opportunity to achieve more grassland avoidance, but not a substantially greater amount than the proposed project.

Wildlife Movement Corridors

Alternative 4 would have a similar effect on migratory corridors to the proposed SVSP, because there would be the same number of creek crossings. This would be a **significant** impact.

Offsite Infrastructure

Offsite infrastructure would be required for Alternative 4, but the improvements would be scaled down to reflect the decrease in development. However, roadway and water and sewer conveyance lines still would need to be extended, and this would be a **significant** impact.

Page 6-53, discussion of Alternative 4, Public Utilities section, amend text as follows:

PUBLIC UTILITIES

Water Supply

Alternative 4 would require 152 acres of new parks in total, with 50 acres each of Neighborhood/Community Park, Citywide Park/Community and Open Space/Passive parks to serve the new population. Alternative 4 would provide 40 acres of Neighborhood Park;

~~39 acres of citywide Park and 257 acres of Open Space. Similar to the proposed project, Alternative 4 would be required to dedicate additional park land and/or contribute to in-lieu fees to meet the City park standards. This is a less than significant impact.~~

Chapter 6, alternatives analysis for Alternative 4 add the following text:

HAZARDOUS MATERIALS AND PUBLIC SAFETY

Development of Alternative 4 would result in the same impacts as those identified for the proposed project related to the routine use, storage, and transport of hazardous materials within the SVSP, use of recycled water in areas accessible to the public and location of residents and schools in proximity of sources of power and gas lines. This impact would be significant.

Page 6-58 amend the last paragraph as follows:

It should be noted however, that although Alternative 3 ~~fails to~~ meets most of the project objectives- ~~It~~ it would provide less ability for the City to meet its regional housing needs obligation, and is less consistent with the SACOG Preferred Blueprint Scenario.

Chapter 7, page 7-4 and 7-5 revise the following which inadvertently left out a guiding principle:

7. Any development proposal west of Roseville shall secure and provide a new source and supply of surface water and should include reduced water demand through the use of recycled water demand through the use of recycled water and other off-sets. Any development proposal west of Roseville shall consider development potential within the entire MOU Transition Area in the design and sizing of infrastructure improvements.⁷
8. Any development proposal west of Roseville shall consider development potential within the entire City/County Memorandum of Understanding Transition Area in the design and sizing of infrastructure improvements.

⁷ The SVSP applicants are proposing to amend this paragraph (7) as part of the package of legislative actions needed for the project.

~~8-9.~~ Any development proposal west of Roseville shall aid in resolution of regional storm water retention.

~~9-10.~~ Any development proposal west of Roseville shall incorporate mechanisms to ensure new schools are available to serve the residents and shall not impact existing schools.

Open Space

~~10-11.~~ Any development proposal west of Roseville shall include a significant interconnected public open space component/conservation plan in coordination with the City of Roseville/US Fish and Wildlife Service Memorandum of Understanding.

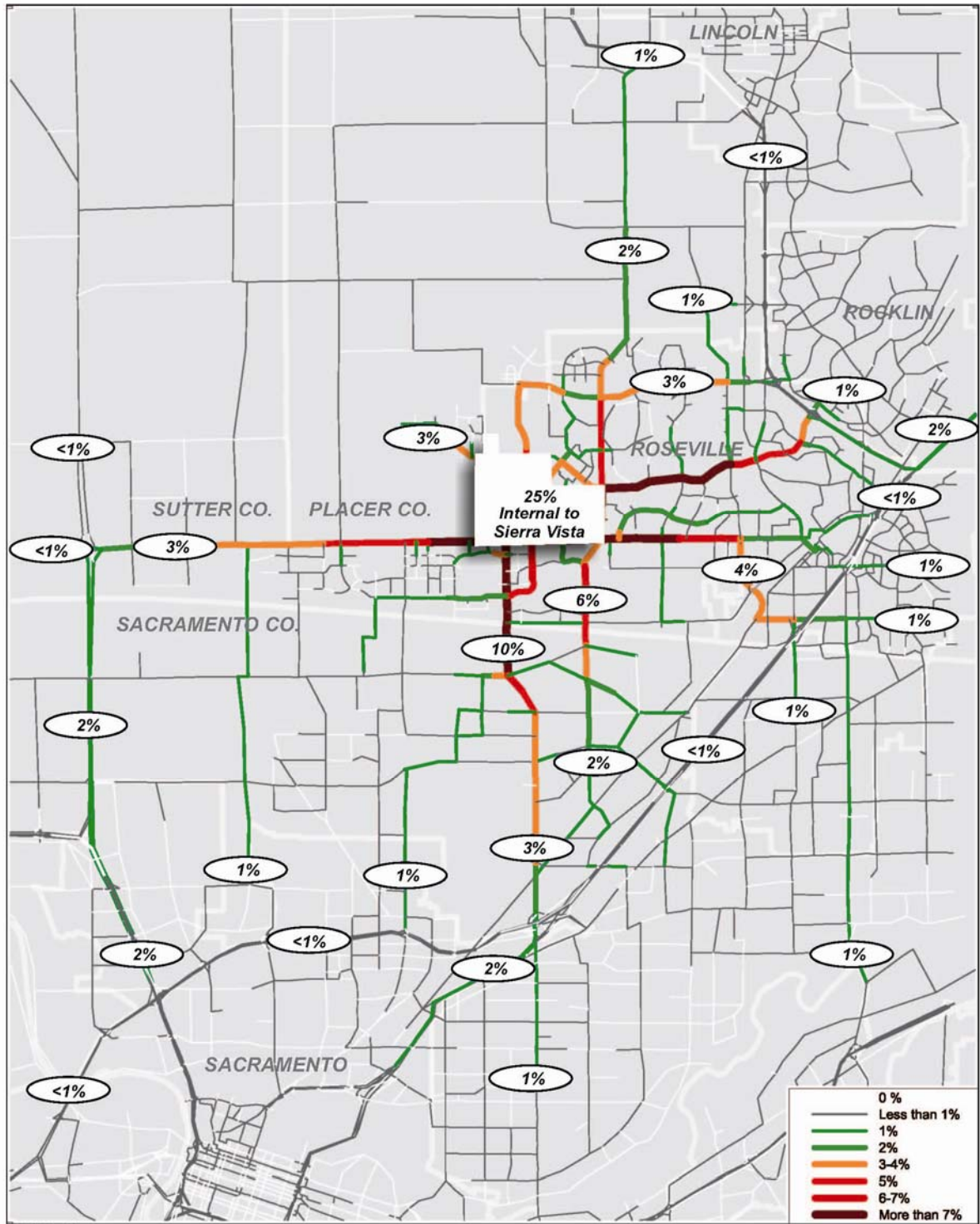
Public Participation

~~11-12.~~ Any development proposal west of Roseville shall include a public participation component to keep the public informed and solicit feedback throughout the specific plan process.

High Quality of Life

~~12-13.~~ Any development proposal west of Roseville shall provide a “public benefit” to the City and residents.

Appendix D, Traffic Analysis, replace Figure 7 with the following Figure.



DKS Associates
TRANSPORTATION SOLUTIONS

Figure X
Project Trip Distribution

Appendix D, Traffic Analysis, page 276, revise the northbound through volume for Intersection 146.

Updated model page follows.

Sierra Vista Peak Hour Intersection Analysis: Existing Signalized Roseville Intersections

Existing 2007/08			Existing Plus Project			Existing Plus Project Deltas			
AM Peak Hour		PM Peak Hour	AM Peak Hour		PM Peak Hour	AM Peak Hour		PM Peak Hour	
ln 8335766 104 0 71 8913845355 0 130		ln 1433318 9 0 34 109012624 0 90	ln 807266 103 0 73 8514221156 0 135		ln 1516716 8 0 38 9913629 0 91	(3)(285) (1) 1 0 2 (4)(237)(242) 5 5		(1)(166) (2) 3 0 4 (1)(84)(90) 1 5	
N/S Protected E/W Protected	L/Os: A V/C: 0.36	N/S Protected E/W Protected	L/Os: A V/C: 0.26	N/S Protected E/W Protected	L/Os: A V/C: 0.30	N/S Protected E/W Protected	L/Os: A V/C: 0.21	- (523) -33.8%	- (250) -33.4%
145 Woodcreek Oaks & Traillee			145 Woodcreek Oaks & Traillee			145 Woodcreek Oaks & Traillee			
ln 000 0 834 37 350241 157 264		ln 000 0 983 75 88473496 0 0	ln 000 0 983 50 430148252 0 0		ln 000 0 1,198 146 98268482 0 0	0 162149 0 13 (21)(12) 0 0		0 286215 0 71 (19)(14) 0 0	
N/S Permitted E/W Protected	L/Os: A V/C: 0.38	N/S Permitted E/W Protected	L/Os: A V/C: 0.39	N/S Permitted E/W Protected	L/Os: A V/C: 0.43	N/S Permitted E/W Protected	L/Os: A V/C: 0.47	+ 224 11.9%	+ 325 11.4%
146 SR 65 N/B Off & Blue Oaks Blvd			146 SR 65 N/B Off & Blue Oaks Blvd			146 SR 65 N/B Off & Blue Oaks Blvd			
ln 28116329 497 507 181 1,221186204 126 0		ln 23216693 377 570 152 903268436 197 0	ln 27715828 660 542 123 1,383117193 180 0		ln 228164101 597 622 90 936265501 187 0	(4)(5)(1) 16335 (10)(58) (20)(11) 0 0		(4)(2)8 210220 2(62) 336265 (5)(10) 0	
N/S Protected E/W Protected	L/Os: A V/C: 0.34	N/S Protected E/W Protected	L/Os: A V/C: 0.42	N/S Protected E/W Protected	L/Os: A V/C: 0.36	N/S Protected E/W Protected	L/Os: A V/C: 0.44	+ 266 7.8%	+ 297 8.8%
147 Washington Blvd & Blue Oaks Blvd			147 Washington Blvd & Blue Oaks Blvd			147 Washington Blvd & Blue Oaks Blvd			
ln 170678 562 785 0 955294 0 0		ln 211633 1,148 1,522 0 1,194554 0 0	ln 180598 562 766 0 1,024294 0 0		ln 210618 1,148 1,538 0 1,211554 0 0	10(70)(80) 0 0 0 0 0 0		(1)(15) 160 (16)0 1741 (20)(41) 0	
N/S Permitted E/W Protected	L/Os: A V/C: 0.51	N/S Permitted E/W Protected	L/Os: B V/C: 0.67	N/S Permitted E/W Protected	L/Os: A V/C: 0.51	N/S Permitted E/W Protected	L/Os: B V/C: 0.67	- (20) -0.6%	+ 17 0.3%
148 I-80 WB Off & Douglas Blvd			148 I-80 WB Off & Douglas Blvd			148 I-80 WB Off & Douglas Blvd			
lg 000 0 230 422 660137 0 0		lg 000 0 573 742 711136 0 0	lg 000 0 235 423 655151 0 0		lg 000 0 597 752 691139 0 0	0 65 0 1 0 0 0		0 3424 0 10 (20)(41) 0	
N/S Permitted E/W Protected	L/Os: A V/C: 0.29	N/S Permitted E/W Protected	L/Os: A V/C: 0.41	N/S Permitted E/W Protected	L/Os: A V/C: 0.29	N/S Permitted E/W Protected	L/Os: A V/C: 0.40	+ 15 1.0%	+ 17 0.8%
149 I-80 WB On & Atlantic St			149 I-80 WB On & Atlantic St			149 I-80 WB On & Atlantic St			
ln 000 0 1,210 48 633113 352 280		ln 000 0 1,276 132 1,294475626 0 0	ln 000 39 866 0 574417272 115 0		ln 000 55 1,019 0 1,212483629 272 0	(353)(344)(48) 39 57 (59)(45)(8) 2 0		(344)(132) 55 11 (82)(58)(3) 8 5	
N/S Permitted E/W Protected	L/Os: A V/C: 0.56	N/S Permitted E/W Protected	L/Os: D V/C: 0.85	N/S Permitted E/W Protected	L/Os: A V/C: 0.48	N/S Permitted E/W Protected	L/Os: D V/C: 0.82	- (353) -13.4%	- (408) -10.0%
150 SR 65 N/B Off & Pleasant Grove Blvd			150 SR 65 N/B Off & Pleasant Grove Blvd			150 SR 65 N/B Off & Pleasant Grove Blvd			

Appendix E Traffic Data, Page 80

Replace updated model page in the appendix with the following page.

exam_fixed.out	2/2/2010
1 EX AM	Tue Feb 2, 2010 11:49:23 Page 147-1
Sierra Vista Specific Plan Existing Conditions: AM Peak Hour Level of Service Computation Report Circular 212 Planning Method (Base Volume Alternative) Intersection: #146 SR 65 W/Off & Blue Oaks Blvd Cycle (sec): 120 Critical Vol./Cap. (X): 0.383 Loss Time (sec): 9 Average Delay (sec/veh): xxxxx Phase Cycles: 3 Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R L - T - R Control: Permitted Permitted Permitted Permitted Right: Protected Protected Protected Protected Min. Green: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 Y+R: 1.0 0.0 1.0 0.0 0.0 0.0 0.0 0.0 Lanes: 1 0 0 0 1 0 0 0 0 0 2 0 1 1 0 2 0 0 Volume Module: Base Vol: 157 0 244 0 0 0 0 350 241 0 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 Initial Bse: 157 0 244 0 0 0 0 350 241 0 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 PHF Volume: 157 0 244 0 0 0 0 350 241 0 Reduct Vol: 0 0 0 0 0 0 0 0 PCF Vol: 157 0 244 0 0 0 0 350 241 0 PCF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 Final Volume: 157 0 244 0 0 0 0 350 241 0 Saturation Flow Module: Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 1.00 2.00 0.00 Final Sat: 1500 0 1500 0 0 0 0 3000 1500 1500 3000 Capacity Analysis Module: Vol/Sat: 0.10 0.00 0.00 0.00 0.00 0.00 0.00 0.02 0.28 0.00 Crit Volume: 157 0 244 0 0 0 0 350 241 0	
exam_fixed.out	2/2/2010
1 EX AM	Tue Feb 2, 2010 11:49:23 Page 148-1
Sierra Vista Specific Plan Existing Conditions: AM Peak Hour Level of Service Computation Report Circular 212 Planning Method (Base Volume Alternative) Intersection: #147 Washington Blvd & Blue Oaks Blvd Cycle (sec): 120 Critical Vol./Cap. (X): 0.342 Loss Time (sec): 12 Average Delay (sec/veh): xxxxx Phase Cycles: 3 Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R L - T - R Control: Permitted Permitted Permitted Permitted Right: Protected Protected Protected Protected Min. Green: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 Y+R: 1.0 0.0 2.0 1.0 2.0 1.0 0.0 4.0 1.0 2.0 0.0 1.0 Lanes: 1 0 0 0 2 1 0 2 0 1 0 0 4.0 4.0 4.0 0 0 Volume Module: Base Vol: 126 0 204 29 163 281 0 1221 184 181 507 497 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 Initial Bse: 126 0 204 29 163 281 0 1221 184 181 507 497 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 PHF Volume: 126 0 204 29 163 281 0 1221 184 181 507 497 Reduct Vol: 0 0 0 0 0 0 0 0 PCF Vol: 126 0 204 29 163 281 0 1221 184 181 507 497 PCF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 Final Volume: 126 0 204 29 163 281 0 1221 184 181 507 497 Saturation Flow Module: Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 Lanes: 1.00 0.00 2.00 1.00 2.00 1.00 0.00 4.00 1.00 2.00 2.00 1.00 Final Sat: 1500 0 3000 1500 3000 1500 0 6000 1500 3000 3000 1500 Capacity Analysis Module: Vol/Sat: 0.08 0.00 0.07 0.02 0.05 0.00 0.00 0.20 0.12 0.06 0.17 0.00 Crit Volume: 126 0 204 29 163 281 0 1221 184 181 507 497	

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