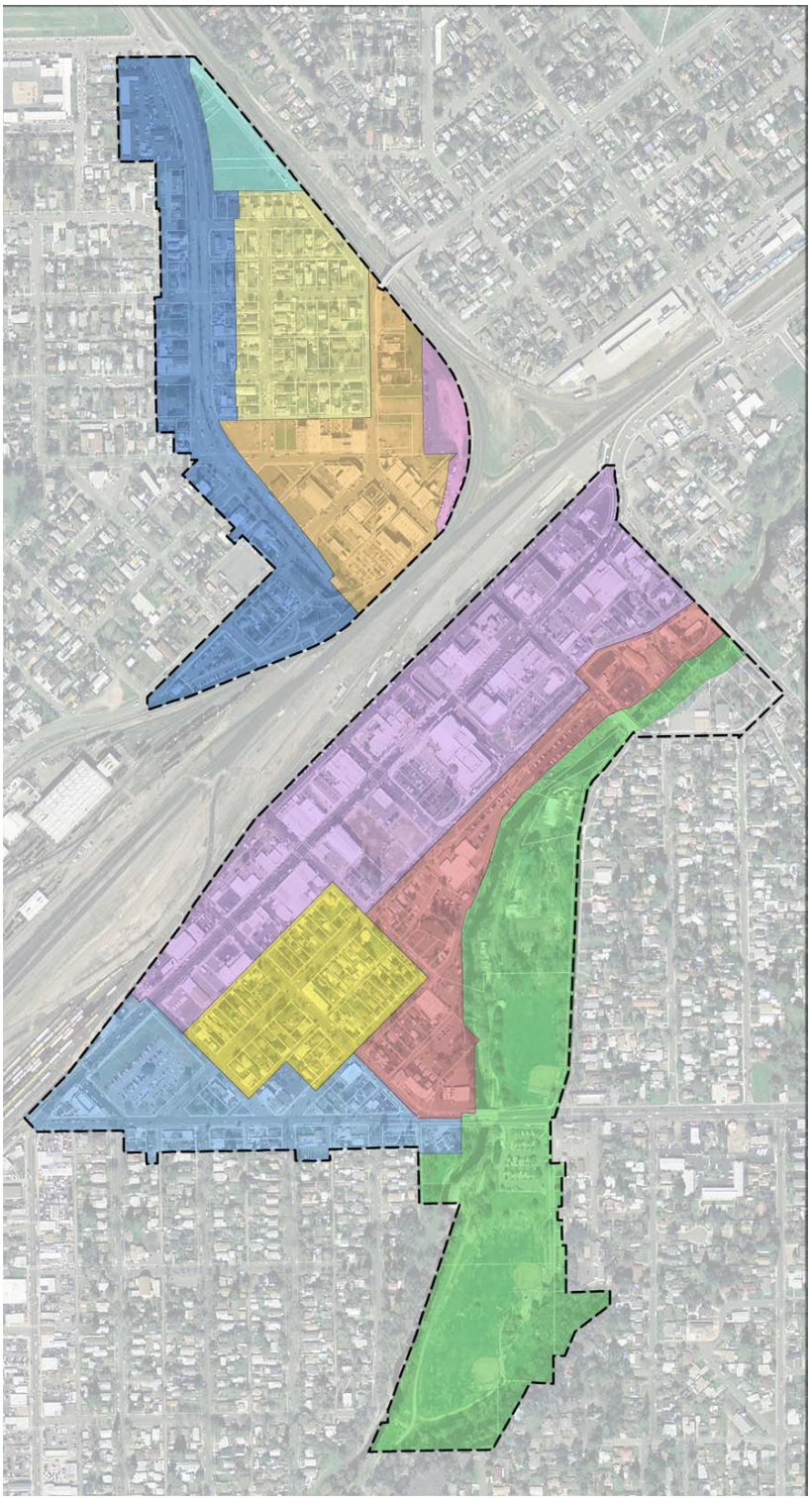
Final Environmental Impact Report

Downtown Roseville Specific Plan



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March 2009

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Final Environmental Impact Report

Downtown Roseville Specific Plan

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ACRONYMS AND ABBREVIATIONS

EIR	Environmental Impact Report
Plan	Downtown Roseville Specific Plan
CEQA	California Environmental Quality Act
DEIR	Draft Environmental Impact Report
MMP	Mitigation Monitoring Program
Plan area	proposed project area
NOP	Notice of Preparation
MBA	Mutual Benefit Agreement
HABS	Historic American Building Survey
NAHC	Native American Heritage Commission
MLD	Most Likely Descendant
RECs	recognized environmental conditions
OHP	State Office of Historic Preservation
HASP	Health and Safety Plan
OSHA	Occupational Safety and Health Administration
CIH	Certified Industrial Hygienist
PPE	personal protective equipment
SAP	Sampling and Analysis Plan
HP	horsepower
VEE	Visible Emissions Evaluations
MERV	Minimum Efficiency Reporting Value
STC	Sound Transmission Class
ASTM	American Society for Testing and Materials
LEDs	light emitting diodes
TSM	Transportation Systems Management
CPUC	California Public Utility Commission's
LOS	levels of service
$PM_{2.5}$	ambient air quality of ozone and particulate matter
PCAPCD	Placer County Air Pollution Control District's
GHG	greenhouse gas
UPRR	Union Pacific Rail Road
lb/day	pounds per day
EDR	Environmental Data Resources, Inc.
REC	Recognized Environmental Conditions
Cal-EPA	California Environmental Protection Agency
DTSC	Department of Toxic Substances Control
EHD	Environmental Health Division
UST	underground storage tank
TCE	trichloroethylene
CVRWQCB	Central Valley Regional Water Quality Control Board
PCE	perchlorethylene
DTSC	Department of Toxic Substances Control
RHMP	Roseville Hazard Mitigation Plan
COOP	Continuity of Operations Plan
PCAPCD	Placer County Air Pollution Control District

EXECUTIVE SUMMARY

ES.1 INTRODUCTION

This document, in conjunction with the Draft Environmental Impact Report (EIR), constitutes the Final EIR for the Downtown Roseville Specific Plan (Plan) and Downtowncode.

ES.2 CEQA REQUIREMENTS

Under the California Environmental Quality Act (CEQA), the Lead Agency must prepare and certify a Final EIR prior to approving a proposed project. The contents of a Final EIR are specified in Section 15132 of the CEQA State 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 proposed response at least 10 days before certifying the Final EIR. In addition, the Lead Agency may also provide an opportunity for members of the public to review the Final EIR prior to certification, although this is not a requirement of CEQA.

ES.3 USE OF THE FINAL EIR

The Final EIR allows the public and City 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 State 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 Section 15091 of the State 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 effects 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 Section 15093(b) of the State CEQA Guidelines, when a Lead Agency approves a project that would result in significant and unavoidable impacts that are disclosed in the Final EIR, the agency must state in writing the reasons supporting its action. This Statement of Overriding Considerations is supported by substantial evidence in the record, which includes the Final EIR. Since the proposed project would result in significant unavoidable impacts, the City 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 is adopted by the decision maker at the time of project approval.

All comments on the content and adequacy of the Draft EIR, and comments on the merits of the project, that were submitted to the City by the termination of the comment period on February 13, 2009, are included in Chapter 1 of this Final EIR. Responses to those comments are also included in this Final EIR. Chapter 2 contains additions, corrections, and revisions to the text and supporting materials of the Draft EIR. This Final EIR incorporates the Draft EIR by reference.

ES.4 REVISIONS TO THE DRAFT EIR

In the Final EIR, where there are changes that have been made to the Draft EIR, they are indicated with ~~strikethrough~~ text for deletions and single <u>underline</u> text for additions. These revisions are included in Chapter 2 of this Final EIR.

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 (State CEQA Guidelines). 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.

ES.5 OVERVIEW AND PURPOSE OF THE FINAL EIR

This document has been prepared by the City of Roseville as the Lead Agency in conformance with CEQA. The City of Roseville has determined that an EIR is required for the proposed project, which consists of implementation of the Downtown Roseville Specific Plan and Downtowncode in a 165-acre area comprised of the existing Historic Old Town, Vernon Street Civic Core, and Royer and Saugstad Parks. The proposed project area (Plan area) encompasses an infill area completely surrounded by built-out neighborhoods and commercial/ industrial land uses in central Roseville, California. The Plan area is further subdivided into 11 distinct character districts and the two parks. Each district incorporates an anticipated look and feel designed to promote the core

goals established in the Specific Plan and Downtowncode. The Plan would establish the appropriate distribution, mix, intensity, physical form, and functional relationships of land uses intended to encourage and facilitate infill development, mixed-use, pedestrian scale, urban amenities, transit use, creative design, and general revitalization of the Downtown area. Specifically, the Plan describes the appropriate location for, size of, and design of buildings on a parcel by establishing requirements for each district.

The EIR provides environmental review to assist the public agency decision-makers in considering approval or denial of the proposed project. In conformance with the CEQA Guidelines, this EIR provides objective information regarding the environmental consequences of the proposed project and identifies feasible mitigation measures to lessen or avoid the project's significant effects on the environment. This EIR also examines a range of reasonable alternatives to the project that would reduce or eliminate significant environmental impacts. The following information is included in the CEQA Guidelines to clarify the role of an EIR.

> **Section 15121(a) Information Document.** An EIR is an informational document which will inform public agency decision makers and the public generally of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project. The public agency shall consider the information in the EIR, along with other information which may be presented to the agency.

This EIR has been prepared at two levels of specificity, as described below. The CEQA Guidelines describe a number of variations on EIRs. It also states that, "…These variations are not exclusive. Lead Agencies may use other variations consistent with the Guidelines to meet the needs of other circumstances" (Section 151160):

> **Section 15146 Degree of Specificity.** The degree of specificity required in an EIR will correspond to the degree of specificity involved in the underlying activity, which is described in the EIR.
>
> (a) An EIR on a construction project will necessarily be more detailed in the specific effects of the project than will be an EIR on the adoption of a local general plan or comprehensive zoning ordinance because the effects of the construction can be predicted with greater accuracy.
>
> (b) An EIR on a project such as the adoption or amendment of a comprehensive zoning ordinance or a local general plan should focus on the secondary effects that can be expected to follow from the adoption, or amendment, but the EIR need not be as detailed as an EIR on the specific construction projects that might follow.

Consistent with these Guidelines, the EIR examines the project-specific impacts of implementing the proposed Downtown Roseville Specific Plan and Downtowncode.

All documents referenced in this Final EIR are available for public review during normal business hours in the City's Permit Center, which is located at 311 Vernon Street, in the City of Roseville, California.

ES.6 AREAS OF CONTROVERSY

The project in general has not generated significant public controversy, in part due to the outreach and education efforts by the City during the last several years as the project and specific components were developed through the Specific Plan process.

AREAS OF KNOWN CONTROVERSY

Section 15123(b)(2) of the State CEQA Guidelines requires that an EIR identify areas of controversy known to the lead agency. The project in general has not generated significant public controversy, in part due to the outreach and education efforts by the City during the last several years during development of the Specific Plan and Downtowncode. It is clear that smart-growth concepts and revitalization projects within previously developed urban area are gaining favor within the planning community and the public as a whole. While there remain issues and challenges in terms of land-use compatibility and circulation concepts within historically commercial areas, issues of potential controversy with respect to environmental resource areas requiring extensive consideration were not identified during scoping, nor were such controversial issues raised in comments received in response to the Draft EIR.

Several comment letters were received in response to the Notice of Preparation (NOP), however no comments contained in the letters received are considered controversial in nature. All issues raised in these comment letters were addressed within the Draft EIR, and letters received are available for review at the City Department of Planning and Redevelopment.

Four letters were received that included comments on the Draft EIR during the public comment period. Each of the received comments is addressed in this Final EIR. No comments received on the Draft EIR are considered controversial in nature in terms of effects to environmental resource areas.

ES.7 SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

In accordance with CEQA (Section 21002.1[e]) and the State CEQA Guidelines (Section 15143), this EIR addresses environmental impacts (see Section 1.4 of the Draft EIR) for which project-related effects are considered potentially significant. These issue areas include land use and planning, aesthetics, utilities, hazards and hazardous materials, geology and soils, public services, cultural resources, transportation and traffic, hydrology and water quality, biological resources, air quality, and noise.

Chapter 4 of the Draft EIR provides a detailed evaluation of the potential project-related impacts to these environmental resource topics. Impacts of the proposed project are classified in this EIR as less than significant, significant, or potentially significant. Mitigation measures for significant and potential significant impacts are described, and the level of significance for each impact after mitigation is defined as less than significant or significant and unavoidable. Significant and unavoidable impacts are described in Chapter 7 of the Draft EIR. Cumulative and growth-inducing impacts relative to the proposed project are evaluated in Chapter 6 of the Draft EIR.

Table ES-1 provides a summary of each of the environmental impacts associated with the proposed project, the level of impact significance before mitigation, mitigation measures for significant and potentially significant impacts, and the level of significance of each impact after mitigation. Table ES-1 summarizes the project-specific Environmental Impacts, Significance before Mitigation, the Mitigations Measure proposed, and the Significance after Mitigation.

Table ES-1
Summary Table of Impacts and Mitigation Measures

Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
4.1 Land Use Planning and Consistency			
4.1-1: Land Use – Potential for Division of an Existing Community. The proposed Specific Plan would not physically divide residential communities in the Plan area. Instead, it would serve to unify the communities in the Plan area. There would be no impact.	NI	No mitigation is required.	NI
4.1-2: Land Use – Conflicts with Land Use Plans, Policies, or Regulations. Implementation of the proposed Specific Plan would require the adoption of new zoning districts and a General Plan amendment. Although the proposed Specific Plan could potentially generate land use conflicts with existing land uses, the land use changes proposed in the Plan are consistent with the generally urban nature of the downtown area and the transitional mixed-use areas would serve as a physical buffer between the higher intensity commercial/retail areas and adjacent residential neighborhoods. For these reasons, and because land use conflicts do not represent environmental effects in and of themselves, this impact is considered less than significant.	LTS	No mitigation is required.	LTS
4.1-3: Land Use – Consistency with Habitat Conservation and Natural Community Conservation Plans. The Plan area is not subject to an adopted habitat conservation plan or natural community conservation plan. Therefore, implementation of the proposed Specific Plan would not cause any inconsistencies with any habitat conservation plans or natural community conservation plans. There would be no impact.	NI	No mitigation is required.	NI
4.2 Public Utilities			
4.2-1: Public Utilities – Potable Water Supply, Treatment, and Distribution. The proposed Specific Plan would increase demand for potable water from existing City water supplies and production facilities. The City's water supply portfolio and treatment plant capacity are sufficient to serve the Specific Plan. With planned water system upgrades, the City's water system would have sufficient capacity to serve existing and new development envisioned in the Specific Plan. This impact is considered less	LTS	No mitigation is required.	LTS

NI = No Impact LTS = Less-than-significant PS = Potentially Significant S = Significant SU = Significant and Unavoidable

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Summary Table of Impacts and Mitigation Measures

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than significant.			
4.2-2: Public Utilities – Fire Flows. Water conveyance infrastructure in the Plan area is currently undersized and does not provide sufficient fire flows in accordance with City standards. However, the Plan would implement specific recommendations made by the City Environmental Utilities Department and Fire Department to install larger pipelines, new domestic water and fire services, and additional fire hydrants. These recommendations would provide fire flows that meet City standards. This impact is considered less than significant.	LTS	No mitigation is required.	LTS
4.2-3: Public Utilities – Wastewater Treatment and Collection. The proposed Specific Plan would increase demand for wastewater treatment from the City's Dry Creek Wastewater Treatment Plant. The City's wastewater treatment and collection systems currently have sufficient capacity to serve new development in the Plan area. Wastewater conveyance infrastructure in the project area is currently in poor condition. However, as part of the Plan, pipelines within the wastewater conveyance system would be replaced or rehabilitated to increase system performance in the Plan area. Therefore, this impact is considered less than significant.	LTS	No mitigation is required.	LTS
4.2-4: Public Utilities – Stormwater Drainage System. Development of land uses envisioned in the Plan would not substantially increase the amount of impervious surface in the Plan area, and thus would not significantly increase storm-water runoff. The storm-water drainage system in the plan area is currently undersized and exhibits structural failure. However, recommended improvements to the storm drainage system would be implemented as part of the Plan and would enable the storm drain system to meet City standards for a 10-year storm event. Therefore, this impact is considered less than significant.	LTS	No mitigation is required.	LTS

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Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
4.2-5: Utilities – Increased Demand for Solid Waste Disposal. Implementation of the proposed Specific Plan would increase solid waste generation. The Western Regional Sanitary Landfill has sufficient solid waste disposal capacity available to serve increased residential and non-residential land uses in the Plan area. Therefore, this impact would be less than significant.	LTS	No mitigation is required.	LTS
4.2-6: Utilities – Increased Demand for Electrical Service. Implementation of the proposed Specific Plan would increase the demand for electrical service. Roseville Electric has sufficient electricity generation capacity available to serve the Plan area. In addition, Roseville Electric has identified improvement projects to accommodate the estimated increase in electrical capacity. Therefore, this impact would be less than significant.	LTS	No mitigation is required.	LTS
4.2-7: Utilities – Increased Demand for Natural Gas Service. Implementation of the proposed Specific Plan would increase the demand for natural gas service. PG&E has indicated sufficient natural gas capacity is available to serve the Plan area. In addition, PG&E identified no facility upgrades would be needed to accommodate the estimated increase in natural gas demand. Therefore, this impact would be less than significant.	LTS	No mitigation is required.	LTS
4.3 Public Services			
4.3-1: Public Services – Increased Demand for Fire Protection and Emergency Medical Facilities, Systems, Equipment, and Services. Development in the Plan area would result in increased demand for fire protection and emergency medical services, potentially resulting in the need for additional staff and equipment to maintain an adequate level of service. Fire Station #1, serving the Plan area, currently functions at its operational limits. However, construction of a new Fire Station #1 has been identified by the City which would have sufficient capability to serve increased demand. This impact would be less than significant.	LTS	No mitigation is required.	LTS

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Summary Table of Impacts and Mitigation Measures

Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
4.3-2: Public Services – Increased Demand for Fire Flow. The proposed Specific Plan would include the development of residential and commercial uses that would require adequate water flow for fire suppression. Future redevelopment projects in the Plan area would incorporate City fire flow requirements into project designs. This impact would be less than significant.	LTS	No mitigation is required.	LTS
4.3-3: Public Services – Increased Demand for Law Enforcement Facilities, Services, and Equipment. Redevelopment projects in the Plan area would increase the demand for law enforcement facilities and services, resulting in the need for additional staff and equipment to maintain adequate levels of service. The City General Plan recognizes the need for additional police officers as population increases in the City and the Roseville Police Department currently provides adequate service to the community. Therefore, project impacts to law enforcement services would be less than significant.	LTS	No mitigation is required.	LTS
4.3-4: Public Services – Increased Demand for Public School Facilities and 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 RCSD and RJUHSD. Elementary and middle schools nearest the project site are operating below capacity; therefore, the proposed project would not have a significant impact on these schools in the area. However, the high schools nearest the project site are close to or exceeding capacity. Therefore, the impact on high schools in the Plan area is considered potentially significant.	PS	**Mitigation Measure 4.3-4: Increased Demand for Public School Facilities and Services.** The proposed project would generate approximately 23 high school students. To ensure adequate funding is available for high school facilities necessary to accommodate the increase in student population caused by the proposed project, landowners and developers shall pay school mitigation fees in accordance with the City of Roseville Ordinance 2434 before issuance of building permits for construction in the Plan area. Development projects in the Plan area that include only residential land uses shall enter into a Mutual Benefit Agreement (MBA) with school districts serving that area. Implementation of Mitigation Measure 4.3-4 would ensure adequate funding is made available to school districts to pay for construction and operation of new school facilities as needed to serve development. School impact fees are typically an insufficient amount to fund 100% of new school facility construction. However, the California Legislature has declared that the school impact fee is deemed to be full and adequate mitigation under CEQA (Government Code Section 65996). With payment of the	LTS

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Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
		state-mandate fees, impacts on school services and facilities would be reduced to a less-than-significant level.	
4.3-5: Public Services – Increased Demand for Library Services. The proposed Specific Plan would include the development of residential uses that would demand library services. The City of Roseville Main Library is located inside the Plan area and would provide adequate library services to future residents. This impact would be less than significant.	LTS	No mitigation is required.	LTS
4.3-6: Public Services – Increased Demand for Parks and Recreation Facilities. The proposed Specific Plan would include the development of residential uses that would demand park and recreation facilities. The City of Roseville has sufficient park land to serve the needs of the community. Therefore, increased demand for parks and recreation uses would be met by existing facilities. This impact would be less than significant.	LTS	No mitigation is required.	LTS
4.4 Hazards and Hazardous Materials			
4.4-1: Geology and Soils – Risks to People and Structures Caused by Seismic Hazards, Including Surface Fault Rupture and Strong Ground Shaking. The Plan area is not located within an earthquake fault zone as designated by the Alquist-Priolo Earthquake Fault Zone Act. In addition, the Plan area is not located in an area considered by the California Geological Survey to be a relatively high ground shaking zone. Therefore, project development in the Plan area does not have the potential to expose people and structures to substantial adverse effects from seismic hazards including fault ground rupture and strong seismic ground shaking. This impact is considered less than significant.	LTS	No mitigation is required.	LTS
4.4-2: Geology and Soils – Seismically Induced Risks to People and Structures Caused by Liquefaction. The Plan area is not located in an area considered to be exposed to relatively high ground shaking and ground shaking, as a result of seismic activity from nearby or distant earthquake faults, would not cause seismic-related ground failure, including liquefaction. The potential for seismically induced liquefaction in the Plan area is low because	LTS	No mitigation is required.	LTS

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Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
soil types are not identified to be subject to the effects of liquefaction and liquefaction has posed a historical problem in Roseville. This impact would be less than significant.			
4.4-3: Geology and Soils – Seismically-Induced Risks to People and Structures Caused by Landsides. The project is not located in an area considered to be exposed to relatively high ground shaking. Ground shaking, as a result of seismic activity from nearby or distant earthquake faults, could cause seismic-related ground failure, including landslides in areas where slopes are present. Specifically, Dry Creek has steep slopes on both sides of the creek corridor that could be subject to landslides during a seismic event. Because the Specific Plan identifies improvements within the Dry Creek corridor, this impact is considered potentially significant.	PS	**Mitigation Measure 4.4-3: Geology and Soils - Seismically-Induced Risks to People and Structures Caused by Landsides.** To minimize potential damage from unstable soil (landslides) along Dry Creek, the project applicant shall hire a qualified, licensed geotechnical engineer to map the Dry Creek corridor for clay-rich, weak soils, and high groundwater conditions prior to any construction or grading activities occurring in Dry Creek. Any unstable or hazardous slopes identified during the geotechnical investigation shall be identified by the geotechnical engineer and the geotechnical engineer shall provide recommendations for preventing landslides during project design and/or construction. These measures shall be included in grading permits prior to approval by the City.	LTS
4.4-5: Geology and Soils – Construction-Related Erosion Hazards. Based on soil types that have a moderate to high erosion potential and steep slopes in the Dry Creek corridor, excavation and grading of soil could result in erosion during construction activities. Erosion and sediment control plans would be required to be prepared as part of individual development projects in the Plan area under the City's Grading Ordinance which would require reducing erosion and retaining sediment on-site. This impact is considered to be less than significant.	LTS	No mitigation is required.	LTS
4.4-6: Geology and Soils – Potential for Subsidence or Compression of Unstable Soils. The Plan area is not located in a known subsidence area as identified by the City of Roseville General Plan and is not located on soils that exhibit the potential to subside. This impact is considered less than significant.	LTS	No mitigation is required.	LTS

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Summary Table of Impacts and Mitigation Measures

Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
4.4-7: Geology and Soils – Potential for Damage Associated with Expansive Soils. Soil types found in the Plan area are moderately to highly susceptible to expansive soil behavior. Expansive soils may cause differential and cyclical foundation movements that can cause damage and/or distress to overlying structures. However, preparation of geotechnical evaluations would be required to be prepared as part of the building permit process which would identify any needed special construction and/or design methods for alleviating soil constraints. This impact would be considered less than significant.	LTS	No mitigation is required.	LTS
4.5 Aesthetics			
4.5-1: Aesthetics – Impacts on Scenic Vistas. Views on or near the project site include the UPRR yard and surrounding residential neighborhoods. There is not any prominent scenery (e.g., mountain range) viewable form the Plan area and there are no scenic highways within the Plan area. Urban redevelopment projects envisioned as part of the Plan would not block views of any scenic vista from on-site of off-site locations. Therefore, this impact would be less than significant.	LTS	No mitigation is required.	LTS
4.5-2: Aesthetics – Degradation of Visual Character. Implementation of the project would not substantially alter the existing visual character of the Plan area through redevelopment projects. The Plan area is currently developed primarily with urban land uses and would continue to be developed with urban land uses with implementation of the Plan. The existing open space and natural character of Dry Creek and Royer/Saugstad Park would not change also. Therefore, the project would not degrade the existing visual character in Downtown Roseville. This would be a less-than-significant impact.	LTS	No mitigation is required.	LTS
4.5-3: Aesthetics – Impacts from Lighting and Reflective Surfaces. The Plan area is currently developed with urban land uses that use nighttime lighting and incorporate architectural elements that include reflective surfaces. Redevelopment projects that would occur under the Specific Plan could construct	PS	**Mitigation Measure 4.5-3: Aesthetics – Impacts from Lighting.** Operation of the golf course at nighttime would require the use of high-powered floodlights mounted on poles approximately 25 to 30 feet high that would be placed near or adjacent to existing residences. Prior to installation of nighttime lighting at the golf	LTS

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Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
additional facilities with reflective surfaces and nighttime lighting. The potential increase of reflective surfaces and nighttime lighting constructed would not substantially affect day and night views in the Plan area. In addition, the Specific Plan identifies development of a night-lighted golf course that would place high intensity lighting near or adjacent to residents. Although nighttime lighting is currently used at a baseball park at this location that emits nighttime lighting, the proposed golf course would add substantially new high intensity lighting to this portion of Roseville that could affect nearby residential users. This impact is considered potentially significant.		course, the City shall coordinate with a company specializing in or expertise with exterior lighting systems for golf courses (e.g., Abacus). Floodlighting used shall consist of a double asymmetric beam distribution that ensures minimum upward light and tight control of light overspill into adjacent areas. The golf course shall be designed to incorporate a line of trees located along the outermost boundary between the golf course and all adjacent residences. This measure would retain existing nighttime lighting and glare impacts after construction of the golf course at a less-than-significant level.	
4.6 Traffic and Circulation			
4.6-1: Transportation and Circulation—Unacceptable Peak Hour LOS at Signalized Intersections under Existing Plus Project Conditions. With the introduction of traffic from the proposed project, peak hour traffic volumes would increase at several signalized study intersections in the Plan area, resulting in an LOS of D or worse at various intersections. However, with implementation of the Pedestrian District Overlay in the Plan area as part of the proposed project, the LOS impact at all Plan area intersections would be considered less than significant. Therefore, all impacts to signalized study intersections under existing plus project conditions are considered less than significant.	LTS	**Mitigation Measure 4.6-1: Transportation and Circulation – Unacceptable Peak Hour LOS at Signalized Study Intersections under Existing Plus Project Conditions.** The Specific Plan would establish a Pedestrian Overlay District within the Plan area. The Pedestrian Overlay District is would construct physical improvements at intersections in the Plan area to encourage pedestrian activity and increase pedestrian safety. Although three signalized intersections in the study area would operate below LOS C, they would be located in the Pedestrian Overlay District which would make the intersections exempt from the City's LOS C policy. Therefore, the project would result in a less-than-significant impact.	LTS
4.6-2: Transportation and Circulation—Unacceptable p.m. Peak Hour LOS at Signalized Intersections under Cumulative (2020) Plus Project Conditions. With the introduction of traffic from the proposed project, p.m. peak hour traffic volumes would increase at several signalized study intersections, resulting in an LOS of D or worse. Although certain mechanisms either are or would be in place as part of the proposed project (currently approved exemptions to the City's LOS policy and implementation of the Pedestrian Overlay District) which would allow these impacts to be considered less than significant, some signalized intersections located outside of the City's Pedestrian	S	**Mitigation Measure 4.6-2: Transportation and Circulation—Unacceptable Peak Hour LOS at Signalized Study Intersections under Cumulative (2020) Plus Project Conditions.** The Specific Plan would establish a Pedestrian Overlay District within the Plan area. The Pedestrian Overlay District is would construct physical improvements at intersections in the Plan area to encourage pedestrian activity and increase pedestrian safety. Establishment of a Pedestrian Overlay District would reduce impacts to the Judah Street/Vernon Street and Washington Boulevard/Main Street intersections because it would these intersections exempt from the City's LOS C policy such that the	

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Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
Overlay Districts would degrade to an unacceptable level or the addition of project traffic would degrade operations by a whole letter grade. This impact is considered significant.		intersections would operate at an acceptable LOS. The following mitigation measures are identified for the significant impacts under the Cumulative (2020) Plus Project scenario at signalized study intersections:	
		► **4.6-2a: LOS D at Yosemite Street/Atlantic Street.** The addition of project traffic at this intersection under cumulative 2020 conditions would deteriorate operations from LOS C to LOS D. To mitigate project impacts, the southbound right-turn lane could be restriped as a shared left/right-turn lane. With this restriping, the intersection would operate at an acceptable LOS C. The project would be responsible to pay their fair share toward this improvement. This intersection improvement shall be incorporated into the City of Roseville Capital Improvement Program. Incorporating this intersection improvement into the City's Capital Improvement Program would establish a funding mechanism to collect the remaining funds for this improvement (beyond the project's fair share). Therefore, implementation of the ultimate improvement would be guaranteed and the impact is considered less than significant.	LTS
		► **4.6-2b: LOS D at Orlando Avenue/Marlin Drive/Cirby Way.** The addition of project traffic at this intersection under cumulative 2020 conditions would deteriorate operations from LOS C to LOS D. To mitigate project impacts, the northbound and southbound approaches should be widened to provide one dedicated left-turn lane, one through lane, and one right-turn lane. With these improvements, the intersection phasing could be modified to provide protected left-turn movements, and would operate at an acceptable LOS C. Please note that, given the curvature of Marlin Drive and Orlando Avenue, the creek just north of the intersection, and right-of-way constraints, the identified mitigation may not be feasible. Therefore, this impact is considered significant and unavoidable.	SU

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Table ES-1
Summary Table of Impacts and Mitigation Measures

Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
		► **4.6-2c: LOS D at Harding Drive/Estates Drive.** The addition of project traffic at this intersection under cumulative 2020 conditions would deteriorate operations from LOS C to LOS D. To mitigate project impacts, a dedicated southbound right-turn lane would be needed. With this improvement, the intersection would operate at an acceptable LOS C. The project would be responsible to pay a fair share toward this improvement. Please note that existing development is present on all four quadrants of the intersection, limiting the available right-of-way to implement the improvement which may make the identified mitigation infeasible. Therefore, this impact is considered significant and unavoidable.	SU
		► **4.6-2d: LOS E at Sunrise Avenue/Eureka Road.** The addition of project traffic at this intersection under cumulative 2020 conditions would deteriorate operations from LOS D to LOS E. To mitigate project impacts, a third eastbound left-turn lane could be added to the intersection. With the improvement, the intersection would operate at LOS D, consistent with the No Project Condition. However, there are potential right-of-way constraints and inherent design complexities of implementing triple left-turn lanes. Therefore, this impact is considered significant and unavoidable.	SU
4.6-3: Transportation and Circulation—Transit. Implementation of the proposed land uses in the Plan area would increase the demand for public transit services in the plan area. Policies of the Specific Plan would not interfere or conflict with existing or planned transit services. This impact is considered less than significant.	LTS	No mitigation is required.	LTS

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Table ES-1
Summary Table of Impacts and Mitigation Measures

Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
4.6-4: Transportation and Circulation—Bicycle and Pedestrian. Implementation of the proposed land uses in the Plan area would increase demand for bicycle and pedestrian facilities. Policies of the Specific Plan would not interfere or conflict with existing and planned bicycle and pedestrian systems. This impact is considered less than significant.	LTS	No mitigation is required.	LTS
4.6-5: Transportation and Circulation—Parking. Implementation of the proposed land uses in the Specific Plan area would result in an inadequate parking supply. The Specific Plan would generate demand for parking in excess of existing and proposed parking supply in the Plan area by a maximum of 580 spaces. However, the Specific Plan identifies development of additional parking to meet future demands. This impact is considered less than significant.	PS	**Mitigation Measure 4.6-5: Transportation and Circulation - Parking.** To mitigate parking impacts for the Plan area, the project shall provide an additional 580 parking spaces. This shall be accommodated by providing extra spaces within the three planned parking structures, providing additional public parking spaces (as part of developing and implementing the Parking Management Plan), or require development to provide additional parking (e.g., in-lieu fees). With implementation of these measures, the impact would be reduced to a less-than-significant level.	LTS
4.6-6: Transportation and Circulation—Design. Implementation of the proposed land uses and transportation facilities in the Plan area may result in hazards due to a design feature. However, policies of the Specific Plan would require circulation improvements in the Plan area to meet design requirements to prevent safety hazards. This impact is considered less than significant.	LTS	No mitigation is required.	LTS
4.6-7: Transportation and Circulation—Emergency Access. Implementation of proposed land uses in the Plan area could result in inadequate emergency access because of transportation facility designs and/or increased traffic. However, the Specific Plan has been developed in coordination with the City's fire department to ensure adequate emergency response is available in the Plan area. This impact is considered less than significant**.**	LTS	No mitigation is required.	LTS

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Summary Table of Impacts and Mitigation Measures

Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
4.7 Cultural Resources			
4.7-1: Cultural Resources – Disturbance of Architectural Resources. The architectural inventory and evaluation conducted for the proposed project resulted in the conclusion that 2 of the 213 architectural properties within the Plan area that are at least 45 years old appear individually eligible for listing on the CRHR. In addition, the Old Town Roseville area is designated as a historic district by the City of Roseville at the local level. The remaining buildings in the Plan area are not considered CRHR-eligible. However, 25 additional buildings in the Plan area were built between 1960 and 1980 and will become at least 45 years in age during the 20-year build-out period for the Plan and may be considered eligible for listing in the CRHR when they become of sufficient age. Therefore, the project would have a potentially significant impact on architectural resources.	PS	**Mitigation Measure 4.7-1: Cultural Resources – Disturbance of Architectural Resources.** Two of the historic-era resources located within the Plan area to appear to be eligible for CRHR listing. These resources include: 316 Vernon Street and 419-425 Vernon Street. The Old Town Roseville area is designated as a historic district at the local level by the City of Roseville. Consequently, it is recommended that any alterations made to these eligible resources be conducted in a manner consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties, and the Design Guidelines for Central Roseville. Generally, under CEQA, a project that complies with the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings or the Secretary of Interior's Standards for Rehabilitation is considered to have mitigated impacts to a historical resource to a less-than-significant level (State CEQA Guidelines Section 15064.5). Development within the Plan area could result in new land uses, infill development, and streetscape improvements. Over the 20-year build-out period for the Specific Plan, future developments within the Plan area could result in impacts to 25 buildings built between 1963 and 1983. These buildings and their locations are listed in Table 4.7-2. Prior to the approval of demolition or building permits that would result in substantial alteration of any of the 15 buildings that will reach 45 years in age by the build-out date, the City shall ensure that an evaluation of significance according to CRHR criteria shall be performed. If the evaluation indicates the property is not eligible for listing in the CRHR, no further action is necessary. If any of these buildings are found to be eligible for listing in the CRHR in conjunction with future evaluations, the City shall ensure that the proposed development is consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties or develop other methods to avoid significant impacts to these properties in consultation with the State Office of Historic Preservation (OHP). This measure would reduce potentially significant impacts to Architectural Resources to a less-	SU

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Summary Table of Impacts and Mitigation Measures

Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
		than-significant level. If it is not feasible to retain an eligible historic resource, prior to demolition, documentation similar to the standards of the Historic American Building Survey (HABS) shall be conducted. A HABS - like recordation would document the site history, construction history, and current appearance of the eligible resource in the context of Roseville's history. The HABS-like recordation shall be completed by an architectural historian who meets the Secretary of the Interior's professional qualifications standards, and an experienced HABS photographer. The final document shall be filed in a local library / repository. Although this type of documentation eliminates one adverse impact of demolition (i.e., loss of historical information) it does not prevent the physical loss of a historically significant resource. Implementation of the above mitigation measure would reduce impacts related to disturbance of architectural resources. However, the potential loss of a historically significant resource could occur. While implementation of mitigation measure 4.7-1 would lessen project impacts, demolition of the historical resource would be a significant adverse change and, therefore, considered a significant and unavoidable impact.	
4.7-2: Cultural Resources – Disturbance of Potential Subsurface Cultural Deposits. No archaeological resources are known to occur in the Plan area. However, because of the extensive amount of development in the Plan area, unknown subsurface cultural deposits could be present beneath roads and buildings. Grading and excavation activities associated with the proposed project could disturb buried archaeological deposits. This impact is considered potentially significant.	PS	**Mitigation Measure 4.7-2: Cultural Resources – Potential Subsurface Cultural Deposits.** In the event that unrecorded cultural materials are identified during construction-related ground disturbing activities, potentially destructive work in the vicinity of the find shall cease until a qualified archaeologist can determine the significance of the find and, if appropriate, provide recommendations for treatment to the City. Treatment approved by the City shall be implemented prior to resuming ground disturbing activities. This would reduce the impact to unrecorded cultural deposits to less than significant.	LTS

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Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
4.7-3: Cultural Resources – Undiscovered / Unrecorded Human Remains. Project-related construction activities could uncover or otherwise disturb previously undiscovered or unrecorded human remains. Any disturbance of human remains would be a potentially significant impact.	PS	**Mitigation Measure 4.7-3: Cultural Resources – Undiscovered / Unrecorded Human Remains.** If human remains are discovered at any project construction site during any phase of construction, work within 50 feet of the remains shall be suspended immediately, and the City of Roseville, the project applicant, and the county coroner shall be notified immediately. If the remains are determined by the county coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. The City or the project applicant shall also retain a professional archaeologist with Native American burial experience who shall conduct a field investigation of the specific site and consult with the Most Likely Descendant (MLD) identified by the NAHC. As necessary, the archaeologist may provide professional assistance to the MLD including the excavation and removal of the human remains. The City or the project applicant shall implement any mitigation before the resumption of activities at the site where the remains were discovered.	LTS
4.8 Hazards and Hazardous Materials			
4.8-1: Hazardous Materials – Use, Storage, or Handling of Hazardous Materials. The proposed project would involve the storage, use, and transport of hazardous materials at individual project sites during construction activities. In addition, because the Plan envisions commercial land uses, it is likely that some facilities (e.g., dry cleaners, gas stations) could use hazardous materials during operation. However, use of hazardous materials in the Plan area would require compliance with local, state, and federal regulations. Furthermore, the City of Roseville performs annual inspections of all businesses utilizing hazardous materials and requires each business to file a Hazardous Materials Management Plan. Therefore, impacts related to creation of significant hazards to the public through routine transport, storage, use, disposal, and risk of upset would not occur. This impact is considered less than significant.	LTS	No mitigation is required.	LTS

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4.8-2: Hazardous Materials – Exposure of Construction Workers, Residents, and Others to Hazardous Materials. Potential recognized environmental conditions (RECs) have been identified in the Plan area. Existing or past uses were identified to have resulted in contamination of soil and/or groundwater in some locations. In addition, demolition, excavation, and construction activities in the Plan area could result in the exposure of construction workers to hazardous materials such as asbestos, petroleum hydrocarbons, and/or other harmful contaminants. If contaminated sites in the Plan area are not remediated before occupation or use of the site, future residents and others could be exposed to hazardous materials. This impact is considered significant.	S	**Mitigation Measure 4.8-2: Hazardous Materials – Exposure of Construction Workers, Residents, and Others to Hazardous Materials.** A Health and Safety Plan (HASP) prepared for the construction process, consistent with general industry standards and Occupational Safety and Health Administration (OSHA) requirements, would address the risks to construction personnel and public safety, such that these health and safety risks would be mitigated to an acceptable level. A qualified professional, such as a Certified Industrial Hygienist (CIH), would prepare the HASP to provide guidance for personnel involved in trenching and other excavation work where there is evidence of hydrocarbons or other hazardous materials. The HASP utilized for each construction phase would describe in detail the health and safety guidelines, procedures, and work practices that must be adhered to and the work to be performed, and would also include special details governing certain work, such as working in confined spaces. Should contaminants be found, appropriate measures would be taken to mitigate potential effects related to construction/implementation of the proposed project. This may include excavation of contaminated soils and disposal at an appropriate facility. The potential contaminants of concern are petroleum hydrocarbons and associated chemicals, such as oxygenates and fuel scavengers, and volatile organic carbons (e.g., PCE, TCE). The HASP would address appropriate personal protective equipment (PPE), monitoring to protect on-site workers; and the appropriate level of worker training (e.g., Hazardous Waste Operations and Emergency Response training). Monitoring may include visual and olfactory observation (e.g., soil staining or unusual odors), or air monitoring with hand-held devices (e.g., photo-ionization detector) to detect volatile hydrocarbons. Health-risk based action levels should be identified for various contaminants that would trigger modifications to work practices. Work practice modifications may include the cessation of construction activities until soil or groundwater sampling is performed, or an increase in the level of PPE or worker training.	LTS

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		A Sampling and Analysis Plan (SAP) would accompany the HASP to determine if contaminants of concern are present and at what concentrations. The HASP would also address procedures to follow if unknown objects (e.g., USTs, underground piping) are encountered during construction activities. Specialized contractors would be hired to decommission and remove such USTs and perform confirmation sampling as necessary. The implementation of an adequate site-specific HASP would reduce the health risk to construction personnel by these recognized environmental conditions to a less-than-significant level. In addition, the following measures shall apply to construction activities, as appropriate. 1) The construction contractor shall notify the Roseville Fire Department if evidence of soil or groundwater contamination (e.g., stained soil, unusual odor in groundwater) is encountered during construction activities. Any contaminated areas shall be remediated in accordance with recommendations made by the Fire Department, RWQCB, DTSC, or other appropriate federal, state, or local regulatory agencies. 2) Prior to demolition of any buildings constructed before 1977, the project applicant shall hire a qualified consultant to investigate whether any of these buildings contain lead and/or asbestos-containing materials and lead that could become friable or mobile during demolition activities. If found, the lead and/or asbestos-containing materials shall be removed by an accredited contractor in accordance with EPA and California OSHA standards. In addition, all activities (construction or demolition) in the vicinity of these materials shall comply with California OSHA lead and asbestos worker construction standards. The lead and asbestos-containing materials shall be disposed of properly at an appropriate off-site disposal facility. The City would require contractors to prepare a site-specific HASP for individual projects within the Plan area to address current or historic RECs identified in the Phase I to verify that contractors are aware of site-specific RECs. As an alternative, the City could prepare a Plan-wide programmatic HASP to address all RECs	

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		identified in the Plan area, although preparation of the HASP is the ultimate responsibility of the contractor. Implementation of Mitigation Measure 4.8-2 would reduce impacts related to exposure to hazardous materials to a less-than-significant level.	
4.9 Biological Resources			
4.9-1: Biological Resources – Effects on Special-status Fish Species. The proposed project includes several restoration and enhancement components that would improve the aquatic and riparian habitat quality along Dry Creek and would benefit special-status fish species in the long term. Implementation of the proposed project could also result in temporary disturbance and/or degradation of habitat for special-status fish within Dry Creek during the period of project construction. This impact would be potentially significant.	PS	**Mitigation Measure 4.9-1: Special-status Fish.** ► The following measures shall be implemented to mitigate adverse effects to special-status fish species potentially resulting from the proposed project. To the extent feasible, the project shall be designed and constructed to avoid and minimize adverse effects to special-status fish species and aquatic habitats within the Specific Plan area. ► Project construction activities within the aquatic habitat of the active creek channel shall be conducted between June 15 and October 15, during the season that migrating chinook salmon and steelhead are not likely to be present. Construction within the riparian habitat along the upper banks of the creek need not be restricted to this timeframe, provided that the following measures (and those described in Section 4.12, "Hydrology and Water Quality") are implemented to avoid or minimize sediment runoff into the creek. ► Silt fencing shall be placed around the construction areas within the aquatic habitat of the active creek channel. Silt fencing shall protect upstream and downstream areas from any construction related impacts. All construction activities within the aquatic habitat of the active creek channel shall be conducted within the silt fence area. Cofferdams shall be used if construction in a live channel is necessary. To the extent feasible, they shall be designed to maintain an open channel to allow continued movement of aquatic species. If dewatering of a construction area is needed, it shall occur according to a Fish Translocation and Salvage Plan prepared by a qualified biologist. ► All outflow from any project-related dewatering that may be necessary when excavating the outfall installation areas shall	LTS

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Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
		be filtered and pumped downstream of the construction area. ► After completion of construction within the aquatic habitat of the active creek channel, all remaining side cast shall be removed from the work area and silt fencing shall be removed. ► Revegetation of disturbed areas within the riparian habitat of the active creek channel with native riparian plants shall be accomplished prior to the onset of the winter rains in the year of construction.	
4.9-2: Biological Resources – Effects on Valley Elderberry Longhorn Beetles. Implementation of the proposed project could result in removal or disturbance of elderberry shrubs, which may provide habitat for valley elderberry longhorn beetles. If elderberry shrubs with stem diameters 1.0 inch or greater are removed or disturbed, this impact would be potentially significant.	PS	**Mitigation Measure 4.9-2: Valley Elderberry Longhorn Beetles.** The following measures shall be implemented to mitigate adverse effects to valley elderberry longhorn beetles potentially resulting from the proposed project. If valley elderberry longhorn beetles are delisted in the future, as has recently been proposed by USFWS (USFWS 2006a), these measures may be amended to conform to any revised USFWS guidelines regarding this species. ► To the extent feasible, implementation of the project shall be designed and constructed to avoid and minimize adverse effects to elderberry shrubs. ► Before project construction would begin within the riparian habitat of the active creek channel, focused surveys for elderberry shrubs shall be conducted within the Dry Creek riparian corridor and adjacent municipal parks in and within 100 feet of proposed construction-sites. Such surveys will not be required within areas lacking suitable habitat for elderberry shrubs (i.e., areas already in residential development). ► Where elderberry shrubs with 1.0 inch or greater stem diameter are found, USFWS conservation guidelines for valley elderberry longhorn beetles shall be followed by establishing a 100-foot buffer around the dripline of such shrubs wherever feasible to completely avoid potential impacts to valley elderberry longhorn beetles (USFWS 1999). All buffers shall be marked with brightly colored flags or fencing and shall be maintained until project construction is complete. Earthmoving activities, herbicide use, and other construction and maintenance activities with potential to impact valley elderberry longhorn beetles and/or their host shrubs would be avoided within these buffer	LTS

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		zones. A qualified biologist will provide project contractors and construction crews working in the vicinity of an elderberry shrub buffer zone with a worker-awareness program before such work begins. This program will be used to describe the species, its habits and habitats, its legal status and required protection, and all applicable mitigation measures. ► If complete avoidance of shrub buffer zones is not feasible, USFWS shall be consulted. It is anticipated that either a new buffer width would be agreed upon along with additional protections for the safety of the beetles and shrubs, or that shrubs that could not be adequately protected would be transplanted to a protected location before construction would begin, in accordance with established USFWS guidelines (USFWS 1999) and a USFWS-approved mitigation and monitoring plan. Shrubs shall be transplanted to an area protected in perpetuity as habitat for valley elderberry longhorn beetles through a conservation easement or similar mechanism. Replacement mitigation plantings shall also be provided based on USFWS guidelines, which require replacement ratios ranging from 1:1 to 8:1 for lost stems at least 1 inch in diameter, depending on the size of the affected stems. Associated native species will be planted at ratios ranging from 1:1 to 2:1 for each elderberry planting. Transplants and mitigation plantings shall be monitored to ensure that USFWS success criteria are met (i.e., 60 percent survival of elderberry plants and associated riparian plantings). The proponent may elect either 10 years of monitoring, with surveys and reports to USFWS every year; or 15 years of monitoring, with surveys and reports on years 1, 2, 3, 5, 7, 10, and 15. The mitigation and monitoring plan shall describe both short- and long-term maintenance and management of the mitigation site; and specify remedial measures to be undertaken if mitigation success criteria are not met. Long-term management of mitigation lands shall be ensured by establishing a management endowment or other suitable funding source. The mitigation shall be implemented in a preserved portion of the project site in Dry Creek's riparian corridor, elsewhere within the Dry Creek watershed, or in	

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		suitable habitat elsewhere in Placer County or an adjacent county. If mitigation occurs off-site, it shall be at a location that would provide at least equal-quality habitat for valley elderberry beetles as the project site after implementation of the mitigation.	
4.9-3: Biological Resources – Effects on Raptors and Special-status Birds. The riparian habitat restoration components of the proposed project would increase the quality of habitat available to special-status birds, an impact considered beneficial in the long term. However, implementation of the proposed project could also result in short-term construction-related impacts to special-status birds nesting in the Plan area. This temporary impact would be considered potentially significant.	PS	**Mitigation Measure 4.9-3: Raptors and Special-status Birds.** The following measures shall be implemented to mitigate adverse effects to raptors and special-status birds potentially resulting from the proposed project. ► Potential disturbance of nesting special-status birds and raptors shall be reduced by limiting vegetation removal and grading to the non-breeding season (generally September 1 to February 28) to the extent feasible. ► To avoid nest disturbance and a potential reduction in fledging success resulting from construction activities within the riparian habitat of the active creek channel and during the breeding season (March 1 to August 31), focused surveys for raptors and special-status birds would be conducted by a qualified biologist no more than 15 days prior to the beginning of construction. Surveys for raptors and special-status birds would include suitable nesting habitat within 500 feet of construction areas. If no active nests are found, no further measures would be needed. ► If active raptor or special-status bird nests are found, impacts would be avoided by the establishment of appropriate buffers and/or nest monitoring by a qualified biologist. The size of the buffer would be determined by a qualified biologist and may vary, depending on the species biology, location, nest stage, and specific construction activities to be performed while the nest is active. A qualified biologist shall monitor active nests to determine when the young have fledged and are feeding on their own, or the nest has failed. No construction activities would occur within a buffer zone until a qualified biologist confirms that the nest is no longer active.	LTS
4.9-4: Biological Resources – Effects on Special-status Bats. The riparian habitat restoration components of the proposed project would increase the quality of potential habitat available to	LTS	No mitigation is required.	LTS

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special-status bats, an effect considered beneficial in the long term. Temporary adverse impacts to special-status bats could also occur as a result of project construction activity if special-status bat maternity roosts occur in the Plan area and are incidentally removed or disturbed during construction. This potential impact would be considered less than significant because no bat colonies are known to occur within the project area and few individuals are expected to occur there.			
4.9-5: Biological Resources – Effects on Northwestern Pond Turtles. Although implementation of the proposed project could result in temporary construction-related loss and/or disturbance northwestern pond turtles, this species has a low potential for occurrence on-site and effected individuals are expected to be few, if any. This impact would thus be considered less than significant.	LTS	No mitigation is required.	LTS
4.9-6: Biological Resources – Impacts to Jurisdictional Waters and Sensitive Natural Communities. Implementation of the proposed project would include enhancement of the aquatic and riparian woodland habitats within and along Dry Creek, providing a beneficial long-term impact. Project implementation could also result in temporary disturbance and/or degradation of riparian and aquatic habitat during the period of project construction, as well as both temporary and permanent impacts to waters of the United States due to bank stabilization treatments and bridge construction. These impacts would be potentially significant.	PS	**Mitigation Measure 4.9-6: Jurisdictional Waters and Sensitive Habitats.** The following measures shall be implemented to mitigate adverse effects to jurisdictional waters and sensitive habitats potentially resulting from the proposed project. ► To the extent feasible, the project shall be designed and constructed to avoid and minimize adverse effects to jurisdictional waters of the United States and riparian habitat within the Specific Plan area. Bioengineering bank stabilization techniques shall be used to the extent feasible and the installation of hardscape within jurisdictional waters of the United States shall be minimized to the greatest extent feasible to achieve the overall project objectives. ► Wherever possible, riparian woodland habitat shall be avoided and preserved; the connectivity of the Dry Creek riparian corridor shall be maintained and enhanced. Areas of riparian woodland to remain undisturbed shall be clearly marked for avoidance during construction by methods such as fencing of flagging and construction personnel shall be educated about the need to avoid adverse effects on this resource. ► The project shall incorporate restoration and enhancement of the riparian corridor into the final design plans and	LTS

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		construction specifications. Loose rock and concrete debris along the creek banks shall be removed as appropriate. The riparian corridor along the creek channel shall be enhanced by the planting of native shrub, tree, and understory species to create a more diverse vegetation structure and thus a higher quality habitat for wildlife. Enhancement should include planting, establishment, and maintenance of suitable riparian species native to the region as well as removal and control of exotic plant species. ► Before any ground disturbing activities begin within the aquatic or riparian habitat of the active creek channel, a qualified biologist shall map potential waters of the United States as part of a formal delineation of waters of the United States and shall identify all riparian habitat that could be affected by the project. The findings shall be documented in a detailed report and submitted to the USACE for verification as part of the formal Section 404 wetland delineation process. If there would be unavoidable effects under USACE jurisdiction, the Section 404 process shall be completed and the acreage of affected jurisdictional habitat shall be replaced and/or rehabilitated. The acreage of jurisdictional wetland affected shall be replaced on a "no-net-loss" basis is accordance with USACE regulations. Habitat restoration, rehabilitation, and/or replacement shall be at a location and by feasible methods agreeable to USACE. All minimization and compensation measures adopted through the permitting process shall be implemented. ► Approval by the RWQCB, as determined during the Section 401 and Section 404 permitting processes, shall be required. All mitigation requirements determined through this process shall be implemented before any ground disturbing activities begin. ► If there would be unavoidable effects to habitats under DFG jurisdiction, a streambed alteration agreement shall be obtained and affected habitat shall be replaced and/or rehabilitated. Because project implementation could result change to the natural flow and/or bed and bank of Dry Creek, the project	

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		could require a Section 1602 streambed alteration agreement from DFG. If complete avoidance of indentified riparian habitat is not feasible, the acreage of riparian habitat that would be removed shall be replaced or rehabilitated on a "no-net-loss" basis in accordance with DFG regulations and as specified in the streambed alteration agreement, if needed. Habitat restoration, rehabilitation, and/or replacement shall be at a location and by feasible methods agreeable to DFG. All minimization and compensation measures adopted through the permitting process shall be implemented.	
4.9-7: Biological Resources – Wildlife Movement Corridors. Habitat enhancement components of the proposed project would have a long-term beneficial effect on the wildlife movement corridor along Dry Creek. Project construction is not expected to block wildlife movement; temporary impacts to the corridor would thus be considered less than significant.	LTS	No mitigation is required.	LTS
4.9-8: Biological Resources – Impacts to Protected Trees. Proposed project features, grading, and construction activities may overlap or may occur within the drip line of protected trees. Depending upon the configuration of the approved site plans and the final extent of grading, the project may result in potentially significant impacts to protected trees.	PS	**Mitigation Measure 4.9-8: Protected Trees.** The following measures shall be implemented to mitigate adverse effects to protected trees potentially resulting from the proposed project. Tree removal shall be avoided unless 1) necessary for project construction, 2) identified as safety hazards in a Certified Arborist Tree Survey and located in existing or planned public access areas (e.g., streets, trails), or 3) if exotic invasive species (e.g., tree of heaven). In the Dry Creek riparian corridor, snags, dead wood and branches on live trees, and fallen branches shall be retained to the maximum extent possible due to the important habitat functions that they provide for wildlife. ► Based on final approved project plans, the project applicant shall determine where protected trees are present within areas proposed for construction and shall identify trees for avoidance or removal. ► A Tree Preservation Plan shall be prepared for the protected trees within the Plan area that shall be avoided by the project to ensure that they are adequately protected during construction activities. A Certified Arborist shall prepare a Tree Preservation Plan in accordance with the Title 19 Article	LTS

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Summary Table of Impacts and Mitigation Measures

Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
		IV of the Roseville Municipal Code, which shall contain detailed recommendations for tree preservation and removal based on construction and grading plans. The Tree Preservation Plan shall address each tree potentially affected by construction and recommend preservation or removal based on its suitability for preservation, proximity to construction activities, and ability to tolerate impacts. The Tree Preservation Plan shall also include general preservation and construction guidelines to assist in the protection of trees within or near the grading limits or near construction zones. The Tree Preservation Plan shall include recommendations for specific protective measures for trees before, during, and after construction to reduce impacts to trees from development and maintain their health throughout the construction process. The Tree Preservation Plan shall be prepared using information in a Tree Survey and Assessment or similar report including information on each tree's species, size, location, condition, and suitability for preservation. ► Where the removal of protected oaks is deemed necessary, the loss shall be mitigated according to Section 19.66.070 of the Roseville Municipal Code which requires that the replacement be calculated based upon an inch-for-inch replacement of the diameter at breast height of the tree removed. Mitigation trees shall be planted at appropriate sites and with appropriate maintenance to ensure their long-term self-sustaining survival. Where possible, mitigation oaks will be planted in canopy gaps along Dry Creek's riparian corridor within the Plan area, or elsewhere within the City of Roseville. A performance standard of 80 percent of the established mitigation trees shall be met after 5 years. The mitigation trees shall not be dependent upon significant maintenance measures within the last 2 years of monitoring, including supplemental irrigation and staking. Alternatively, an in-lieu fee payment can be made to the City of Roseville Native Oak Tree Propagation Fund, which is calculated per inch based on the diameter at breast height of the tree removed.	

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Summary Table of Impacts and Mitigation Measures

Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
4.10 Air Quality			
4.10-1: Generation of Short-term Construction-Related Emissions of Criteria Air Pollutants and Precursors. Modeled short-term project-generated ozone precursor and fugitive dust emissions from construction activities in Plan area would exceed PCAPCD's significance threshold of 82 lbs/day. Thus, project-generated, construction- related emissions of ROG, NO_X and PM_{10} could violate or contribute substantially to an existing or projected air quality violation and/or expose sensitive receptors to substantial pollutant concentrations, especially considering the nonattainment status of Western Placer County. As a result, this impact is considered significant.	S	**Mitigation Measure 4.10-1.** In accordance with the PCAPCD, the applicant shall comply with all applicable rules and regulations as listed above (e.g., Rule 202, 218 and 228). In addition, the following mitigation measures shall be implemented to reduce short-term construction-related air quality impacts. In addition, dust control measures are required to be implemented by all projects in accordance with the City of Roseville Grading Ordinance, and the PCAPCD Fugitive Dust Rule 228. 1. The applicant shall submit to PCAPCD a Construction Emission/Dust Control Plan within 30 days prior to groundbreaking. If the PCAPCD does not respond within 20 days, the plan shall be considered approved. The plan must address the minimum requirements found in section 300 and 400 of District Rule 228, Fugitive Dust (www.placer.ca.gov/airpollution/airpolut.htm). The applicant shall keep a hard or electronic copy of Rule 228, Fugitive Dust on-site for reference. 2. The Construction Emission/Dust Control Plan shall include a comprehensive inventory (i.e., make, model, year, emission rating) of all heavy-duty off-road equipment (50 horsepower (HP) of greater) that will be used an aggregate of 40 or more hours for the construction project. The project representative shall provide PCAPCD with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman. The plan shall demonstrate that the heavy-duty (> 50 HP) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve a project wide fleet-average 20% NO_X reduction and 45% particulate reduction compared to the most recent ARB fleet average. PCAPCD shall be contacted for average fleet emission data. Acceptable options for reducing emissions may include use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available. Contractors can access the Sacramento Metropolitan	SU

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Summary Table of Impacts and Mitigation Measures

Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
		Air Quality Management District's web site to determine if their off-road fleet meets the requirements listed in this measure (http://www.airquality.org/ceqa/Construction_Mitigation_Calculator.xls). 3. Clean earth moving construction equipment with water or sweep clean, once per day, or as necessary (e.g., when moving onsite), consistent with National Pollutant Discharge Elimination System Best Management Practices, local ordinances, and municipal codes. Water shall be applied to control dust as needed to prevent dust impacts offsite. Operational water truck(s), shall be on-site, as required, to control fugitive dust. Construction vehicles leaving the site shall be cleaned, as needed, to prevent dust, silt, mud, and dirt from being released or tracked off-site. 4. Spread soil binders on unpaved roads and employee/equipment parking areas. Soil binders shall be non-toxic in accordance with state and local regulations. Apply approved chemical soil stabilizers, or vegetated mats, etc. according to manufacturers' specifications, to all-inactive construction areas (previously graded areas which remain inactive for 96 hours). 5. Minimize diesel idling time to a maximum of 10 minutes. 6. Utilize existing power sources (e.g., power poles) or clean fuel generators rather than temporary diesel power generators, if feasible. 7. Measures specific to 20+ acre project sites: ► A pre-construction meeting shall be held to review the construction emission/dust control plan for projects requiring grading of 20+ acres. PCAPCD shall be notified and may attend. ► The applicant shall comply with PCAPCD Fugitive Dust Rule 228; including suspending grading operations when conditions exceed designated wind speeds, and executing proper control of lime or other drying agents. ► An applicant representative, ARB-certified to perform Visible Emissions Evaluations (VEE), shall routinely (i.e., once per week) evaluate project related off-road and heavy-duty on-road equipment emissions for compliance with this requirement for projects grading more than 20 acres in size,	

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Summary Table of Impacts and Mitigation Measures

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		regardless of how many acres are to be disturbed daily. ► Construction equipment exhaust emissions shall not exceed the PCAPCD Visible Emissions Rule 202. Fugitive dust is not to exceed 40% opacity and not go beyond property boundary at any time. Operators of vehicles and equipment found to exceed opacity limits are to be immediately notified and the equipment must be repaired within 72 hours.	
4.10-2: Generation of Long-Term Operation-Related (Regional) Emissions of Criteria Air Pollutants and Ozone Precursors. Operation-related activities would result in project-generated emissions of ROG, NO_X or PM_{10} that exceed PCAPCD's significance threshold of 82 lb/day. Project-generated operation-related emissions of ROG and NO_X would also exceed PCAPCD's recommended cumulative threshold of 10 lb/day In addition, the proposed project would require a General Plan amendment to allow for development of desired land uses in downtown Roseville. Thus, project-generated, operation-related emissions of criteria air pollutants and precursors could violate or contribute substantially to an existing or projected air quality violation, expose sensitive receptors to substantial pollutant concentrations and/or conflict with air quality planning efforts. As a result, this impact is considered significant.	S	**Mitigation Measure 4.10-2** The following is a list of mitigation measures developed by PCAPCD to reduce long-term operational impacts to local and regional air quality. Due to the severe nonattainment designation in western Placer County for federal standards, all projects should implement those measures that are logical and feasible. 1. Exceed California Title 24 2008 energy efficiency standards by a minimum of 10%. Areas of Title 24 to be exceeded (e.g., insulation, appliances, and fixtures) shall be determined by the applicant and the City. 2. All truck loading and unloading docks shall be equipped with one 110/208-volt power outlet for every two-dock door. Diesel trucks shall be prohibited from idling more than five minutes and must be required to connect to the 110/208-volt power to run any auxiliary equipment. Signage shall be provided. 3. Install a gas outlet in all outdoor recreational fire pits, and permanently installed cooking appliances. 4. Only natural gas fireplace appliances are permitted. Where propane or natural gas service is not available, only EPA Phase II certified wood-burning devices shall be allowed in single-family residences. The emission potential from each residence shall not exceed 7.5 grams per hour. Wood-burning or Pellet appliances shall not be permitted in multi-family developments. 5. Where feasible, install solar electric generation systems. Recommend participation in Roseville Electric incentive programs for energy-efficient development.	SU
4.10-3: Exposure of Sensitive Receptors to Toxic Air Contaminant Emissions. The proposed project would not expose sensitive receptors to substantial emissions of TACs during	S	**Mitigation Measure 4.10-3.** The following mitigation measures shall be implemented to reduce the exposure of sensitive receptors to TACs:	SU

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Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
construction because construction emissions would be temporary and would rapidly dissipate with distance from the source. However, implementation of the Specific Plan could result in the exposure of sensitive receptors, especially those within close proximity to the Rail Yard and proposed commercial uses, to TAC emissions that exceed the significance threshold of 10 in one million for the cancer risk level. As a result, this impact would be considered significant.		► All proposed homes in the Plan area shall be equipped with filter systems with high Minimum Efficiency Reporting Value (MERV) for removal of small particles (such as 0.3 micron) at all air intake points to the home. All proposed dwelling units shall be constructed with mechanical ventilation systems which would allow occupants to keep windows and doors closed and allow for the introduction of fresh outside air, without the requirement of open windows. ► Proposed commercial uses that have the potential to emit TACs (e.g., diesel-fueled engines) shall be located as far away as possible from existing and proposed receptors. Proponents of projects with a residential component shall provide disclosure to future residents advising them of the proximity to the JR Davis Rail Yard and associated health risk impacts. ► When determining the exact type of facility that would occupy the proposed commercial space, the project shall take into consideration its toxic-producing potential. ► Proposed facilities that would require the long-term use of diesel equipment and heavy-duty trucks shall develop a plan to reduce emissions, which may include such measures as scheduling such activities when the residential uses are the least occupied, and requiring such equipment to be shut off when not in use and prohibiting heavy-trucks from idling. ► To the extent feasible, sensitive receptors shall be located as far away from the UPRR maintenance facility as possible. ► Implement Mitigation Measure 4.10-2-2, described above, with respect to electrification of commercial loading dock areas to reduce emissions associated with truck idling.	
4.10-4: Generation of Long-Term Operation-Related (Local) Mobile-Source Emissions of Carbon Monoxide. Project-generated, long-term operation-related (local) mobile-source emissions of CO would not violate or contribute substantially to a violation of the CAAQS or NAAQS, or expose sensitive receptors to substantial pollutant concentrations. This impact would be less than significant.	LTS	No mitigation is required.	LTS

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Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
4.10-5: Exposure of Sensitive Receptors to Odors. The project would not involve the siting of any major sources of odors. However, the nature of the businesses that would occupy the commercial development is not known, and one or more of the businesses could be a minor source of objectionable odors, which could adversely affect nearby existing sensitive receptors. The proposed project would be located near the UPRR Yard, a major source of odors due to diesel PM. Therefore, this is considered a significant impact.	S	**Mitigation Measure 4.10-5.** Implementation of Mitigation Measure 4.10-3 to reduce indoor exposure to TACs would also result in a reduction in the intensity of offensive odors from the surrounding odor sources. In addition, the applicant shall require all businesses that occupy the property to install odor-controls as necessary to prevent a substantial dispersion of odors to adjacent residential areas.	LTS
4.11 Noise			
4.11-1: Short-Term Construction-Generated Noise Levels. Implementation of the proposed project would result in short-term construction activities associated with individual development projects in the Plan area. These construction activities could potentially expose sensitive receptors to noise levels in excess of the applicable noise standards and/or result in a noticeable increase in ambient noise levels. Therefore, this impact is considered potentially significant.	LTS	**Mitigation Measure 4.11-1: Short-Term Construction-Generated Noise Levels:** Although impacts related to short-term construction-generated noise were considered to be less than significant with implementation of the project, the following mitigation is provided to ensure impacts remain at a less-than-significant level. Construction contractors shall implement the following measures during construction activities. ► Construction equipment shall be properly maintained per manufacturers' specifications and fitted with the best available noise suppression devices (i.e., mufflers, silencers, wraps, etc). Shroud or shield all impact tools, and muffle or shield all intake and exhaust ports on power equipment. ► Construction operations and related activities associated with the proposed project shall comply with the operational hours outlined in the City of Roseville Municipal Code Noise Ordinance; construction operations shall be limited to between the hours of 7 a.m. and 7 p.m. Monday through Friday and between 8 a.m. and 8 p.m. Saturday and Sunday. ► Construction equipment should not be idled for extended periods of time in the vicinity of noise-sensitive receptors. ► Locate fixed and/or stationary equipment as far as possible from noise sensitive receptors (e.g., generators, compressors, rock crushers, cement mixers). Shroud or shield all impact tools, and muffle or shield all intake and exhaust ports on powered construction equipment.	LTS

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		► Where feasible, temporary barriers shall be placed as close to the noise source or as close to the receptor as possible and break the line of sight between the source and receptor where modeled levels exceed applicable standards. Acoustical barriers shall be constructed material having a minimum surface weight of 2 pounds per square foot or greater, and a demonstrated Sound Transmission Class (STC) rating of 25 or greater as defined by American Society for Testing and Materials (ASTM) Test Method E90. Placement, orientation, size, and density of acoustical barriers shall be specified by a qualified acoustical consultant.	
4.11-2: Long-Term Traffic Noise Levels at Existing Noise-Sensitive Receivers. Implementation of the proposed project would result in an increase of average daily vehicle trips in the Plan area. In some locations, the increased traffic volumes would result in a noticeable (3 dB or greater) increase in traffic noise along roadways, however, impacts from the project would not exceed the city's General Plan noise standards (see Table 4.11-4); or, in areas where existing noise levels exceed those standards, the estimated increase in noise levels would be considered less than perceptible (less than 3dB). Therefore, this impact is considered less than significant.	LTS	No mitigation is required.	LTS
4.11-3: Long-Term Operational Stationary Source Noise Levels. Implementation of the proposed project would result in increases in stationary source noise associated with the proposed residential and commercial land uses. These stationary noise sources could potentially exceed the City's noise standards (hourly and maximum) and result in a noticeable increase in ambient noise levels.	PS	**Mitigation Measure 4.11-3: Long-Term Operational Stationary Source Noise Levels:** Project applicant(s) for industrial and commercial/office land uses shall implement the following measures to reduce exposure of sensitive receptors to excessive noise levels from future stationary sources. **1. Industrial and Commercial/Office Land Uses.** Where these land uses adjoin common property lines with noise-sensitive uses, the following mitigation measures shall be incorporated into the project design to reduce noise exposure from future stationary sources. a. During project review the City's Planning Department shall determine if the proposed use would likely generate noise levels adversely affecting the adjacent noise-sensitive uses. If	LTS

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		a proposed project has the potential to generate or expose noise-sensitive uses to noise levels exceeding the City of Roseville noise standards (Tables 4.11-4 through 4.11-6) or result in a substantial (3 dB or greater) permanent increase in ambient noise levels, the project applicant shall prepare a site-specific acoustical analysis. The acoustical analysis shall be conducted in accordance with the City of Roseville General Plan requirements shown in Table 4.11-5. b. Loading and unloading areas shall be located so that commercial buildings shield nearby residential land uses from noise generated by loading dock and delivery activities. If necessary, additional sound barriers shall be constructed on the commercial sites to protect nearby noise-sensitive uses. c. Loading dock activity and delivery truck activity at the commercial uses developed on the project site shall only occur during the daytime hours of 7 a.m. to 10 p.m., in order to prevent evening and nighttime sleep disturbance at nearby residential land uses d. All commercial HVAC machinery shall be located within mechanical equipment rooms wherever possible. Equipment manufacturer's specifications for venting and access to outside air shall be maintained. e. Localized noise barriers or rooftop parapets shall be constructed around the HVAC, cooling towers, and mechanical equipment so that line-of-site to the noise source from the property line of the noise-sensitive receptors is blocked. Equipment manufacturer's specifications for venting and access to outside air shall be maintained. f. Property maintenance activities at commercial and office uses shall be restricted to daytime hours between 8 a.m. and 9 p.m. g. The owner or developer of any mixed-use building containing residential units shall provide written notice to all future residents, occupants, and users that the surrounding area may be subject to levels of noise associated with commercial uses at higher levels than would be expected in	

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		residential areas. Project applicant(s) for parking structures shall implement the following measures to reduce exposure of sensitive receptors to excessive noise levels from future stationary sources. **2. Parking Structures.** Parking structures located in the immediate vicinity of noise-sensitive land uses shall include the following mitigation measures. a. Orientate parking structures so that nearby noise-sensitive receptors would be shielded from all on-site circulation routes (entrances, exits, and internal routes). If maintaining visibility is required transparent acoustical screens shall be installed on openings with direct line-of-sight to noise-sensitive receptors. b. Parking structures driveways and entrances shall be located so that the structure serves as a barrier to nearby noise-sensitive receptors. c. Interior reflective surfaces (i.e., ceilings), exposing nearby noise-sensitive receptors to elevated noise levels shall have an acoustically absorptive treatment, such as spray-in cellulose applied. d. Parking structure capacity shall be limited during more sensitive evening and nighttime hours (7 p.m. to 7 a.m.). (i.e., 50% capacity from 7 p.m. to 10 p.m., 30% capacity from 10 p.m. to 7 a.m.). e. To ensure compliance, further analysis of on-site noise generation from the proposed parking structures shall be conducted when tentative maps become available. Implementation of the above mitigation measures and compliance with *City of Roseville Municipal Code* requirements would substantially reduce long-term stationary-source noise associated with the development of industrial land uses, commercial/office land uses, and parking structures to comply of the *City of Roseville General Plan* noise standards. Therefore, long-term operational stationary source noise levels would be reduced to a less-than-significant level.	

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4.11-4: Land Use Compatibility of On-site Sensitive Receptors with Future Traffic Noise Levels. Implementation of the proposed project would result in future traffic noise that could expose proposed new land uses to levels that exceed the City's standards. This traffic noise could result in annoyance and/or sleep disruption to nearby noise-sensitive receptors. Therefore, this impact is considered potentially significant.	PS	**Mitigation Measure 4.11-4: Land Use Compatibility of On-site Sensitive Receptors with Future Traffic Noise Levels.** Project applicant(s) shall implement the following measures to substantially reduce the exposure of sensitive receptors to excessive roadway traffic noise levels. During project review, the City's planning staff shall determine if the proposed land use would potentially be exposed to noise levels exceeding the City's noise level standards. If a proposed project has the potential to generate or be exposed to noise levels exceeding the City of Roseville noise standards (refer to Tables 4.11-4 through 4.11-6) or result in a substantial permanent increase in ambient noise levels (3 dB or greater), the project applicant shall prepare a site-specific acoustical analysis. The acoustical analysis shall be conducted in accordance with the City of Roseville General Plan requirements shown in Table 4.11-5. ► Disclose all transportation noise (i.e., roadway, railway, race track), vibration levels, and their meanings to purchasers and/or renters prior to contract or title transfer for residential property within the Plan area. ► Incorporate site specific design considerations to reduce exterior noise exposure levels. Site design shall include the following measures as applicable to the project-specific site and when feasible: • Common outdoor activity areas, such as play structures, swimming pools, or other outdoor congregation areas included in multi-family residential and/or mixed-use developments shall be located such that the building(s) serve as a sound barrier to the nearest predominant noise source. • Distances between noise sources and noise-sensitive uses shall be maximized through the use of noise buffers/setbacks. Setback areas can take the form of open space, frontage roads, recreational areas, storage yards, or other City approved setback. • Noise barriers shall be constructed to provide shielding of noise-sensitive uses and outdoor activity areas. Barriers may include manmade walls, earthen berms, a	LTS

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		combination of walls and berms, and other structures breaking line of sight from noise source to receptor. Barriers shall be located in close proximity to either the noise source or the sensitive receptor. • A site specific acoustical analysis shall be performed consistent with Table 4.11-5, and determine effectiveness of various site design measures based on specific construction plans. Implementation of the above mitigation measure may not always be considered feasible due to the urban nature of the Plan area. As an example, it may not be feasible to provide adequate noise buffers or other noise abatement/ reduction improvements between existing noise sources and sensitive receptors because of the existing urban nature of the Plan area. In addition, noise barriers in the Plan area may not be consistent with strategies or envisioned as part of the Downtown Roseville Specific Plan. An amendment to the Noise Element of the General Plan is proposed concurrent with the Downtown Specific Plan project. The amendment recognizes that in increasingly urban areas it is difficult to maintain suburban noise standards, and in order to facilitate the City's goals to encourage reinvestment and economic development in the Downtown, Riverside, and Historic District Specific Plan areas, the proposed amendment would allow the City to elect to allow new noise-sensitive land uses on a case-by-case basis in proximity to sources of transportation noise. Noise mitigation, including an acoustical analysis, would be required to reduce interior space noise levels to the standards specified in Table IX-1 of the City's General Plan. Exterior noise levels would require mitigation to the extent feasible using building orientation, construction, and design features; however ultimately, exterior noise levels may exceed the outdoor activity area noise standards identified in Table IX-1 of the City's General Plan. With approval of the amendment to the Noise Element of the General Plan and implementation of noise-reduction measures, impacts related to land use compatibility of on-site sensitive receptors with future traffic noise levels would be reduced to a less-than-significant level.	

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4.11-5: Land Use Compatibility of On-site Sensitive Receptors with Future Railroad Noise Levels. Implementation of the proposed project would result in locating new noise-sensitive land uses within 60 dB L_{dn} railroad noise contours. Therefore, this impact is considered potentially significant.	PS	**Mitigation Measure 4.11-5: Land Use Compatibility of On-site Sensitive Receptors with Future Railroad Noise Levels.** Implement mitigation measure 4.11-4 to reduce the exposure of sensitive receptors (i.e., residential, mixed-use development) to significant noise associated with future railroad and rail yard operations. Implementation of mitigation measure 4.11-4 may not always be considered feasible due to the urban nature of the Plan area. As an example, it may not be feasible to provide adequate noise buffers or other noise abatement/reduction improvements between existing noise sources and sensitive receptors because of the existing urban nature of the Plan area. In addition, noise barriers in the Plan area may not be consistent with strategies or envisioned as part of the Downtown Roseville Specific Plan. With implementation of measures listed above (see Mitigation Measure 4.11-4) by project applicant(s) and enforcement of noise standards for interior spaces, projected noise levels would not have the potential to exceed applicable interior noise standards adopted by the City with respect to land use compatibility. However, due to the potential for noise associated with the railyard to exceed the General Plan standards for exterior noise, this impact would be significant and unavoidable.	SU
4.11-6: Future Interior Noise Levels at On-site Sensitive Receptors. Implementation of the proposed project would result in exposing new noise-sensitive receptors to interior noise levels that exceed the City's noise standards. This would result in annoyance and/or sleep disruption to noise-sensitive receptors. Therefore, this impact is considered potentially significant.	PS	**Mitigation Measure 4.11-6: Future Interior Noise Levels at On-site Sensitive Receptors:** Project applicant(s) shall implement the following measures for all noise-sensitive land uses with direct exposure to roadways, parking areas, and railways and exterior noise levels greater than 70 dB L_{dn}: ► All residential uses shall be constructed with air conditioning and mechanical ventilation systems that allow for windows and doors to remain closed and achieve acoustical isolation from traffic and railroad noise. The systems shall allow for the introduction of fresh outside air, without the requirement of open windows. Access to outside air shall be automatically controlled to prevent unintentionally flowing seasonally hot or cold into conditioned space.	LTS

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		► Attic vents direct exposure to elevated noise levels shall be acoustically baffled, containing at least one 90 degree obstruction to the flow of air. The baffle shall be fitted with an acoustically absorbent liner. ► Exterior walls shall be constructed of a three-coat stucco or wood siding with an exterior underlayment or sound board. ► All residential windows and doors with direct exposure to elevated noise levels shall be required to meet a minimum STC rating of 34. ► Windows and sliding glass doors shall be mounted in low infiltration rate frames (0.5 cubic feet per minute or less, per ANSI specifications). ► Exterior doors shall be solid core with perimeter weather-stripping and threshold seals. ► The City shall require project applicants to submit an acoustical analysis which verifies compliance with the City of Roseville interior noise level standard of 45 dB L_{dn}. The analysis shall be based on detailed construction plans and site configuration details, and be conducted by a qualified acoustical consultant. Implementation of the above mitigation measure would reduce exposure of noise-sensitive uses to interior noise levels exceeding the City of Roseville 45 dB L_{dn} standard. As a result this impact would be reduced to a less-than-significant level.	
4.11-7: Ground-Borne Noise and Vibration Levels at Sensitive Receptors. Implementation of the proposed project would result in exposing new sensitive noise-receptors to ground-borne noise and vibration levels that exceed the FTA and Caltrans guidelines. These ground-borne noise and vibration levels could result in annoyance or architectural/structural damage. Therefore, this impact is considered potentially significant.	PS	**Mitigation Measure 4.11-7: Ground-Borne Noise and Vibration Levels at Sensitive Receptors:** Project applicant(s) shall implement the following measures to reduce the potential for human annoyance and achitectural/structural damage resulting from elevated ground-borne noise and vibration levels. ► Construction-Induced Vibration: • Pile driving required within a 50-foot radius of historic structures should utilize alternative installation methods were possible (e.g., pile cushioning, jetting, pre-drilling, cast-in-place systems, resonance-free vibratory pile drivers). Specifically, geo pier style cast in place systems	LTS

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		shall be used where feasible as an alternative to pile driving to reduce the number and amplitude of impacts required for seating the pile. • The pre-existing condition of all buildings within a 50-foot radius, and historical buildings within the immediate vicinity of proposed construction activities shall be recorded in the form of a preconstruction survey. The preconstruction survey shall determine conditions that exist before construction begins for use in evaluating damage caused by construction activities. Fixtures and finishes within a 50-foot radius of construction activities susceptible to damage shall be documented (photographically and in writing) prior to construction. All damage will be repaired back to its pre-existing condition. • Vibration monitoring shall be conducted prior to and during pile driving operations occurring within 100 feet of the historic structures. Every attempt shall be made to limit construction generated vibration levels in accordance with Caltrans recommendations during pile driving and impact activities in the vicinity of the historic structures. • Provide protective coverings or temporary shoring of on-site or adjacent historic features as necessary, in consultation with the Preservation Director. ► Railroad Induced Vibration: • Vibration sensitive uses shall be located a minimum of 100 feet from the UPRR centerline. To ensure compliance with FTA and Caltrans recommended guidelines, and site specific ground-borne noise and vibration assesment should be conducted. • A ground-borne vibration assessment shall be conducted at proposed building pad locations within 200 feet of UPRR right of ways, prior to project approval. Vibration monitoring and assessment shall be conducted by a qualified noise and vibration control engineer. Implementation of the above mitigation measure would substantially limit the effects of ground-borne vibration on sensitive receptors and as a result, project-generated ground-borne	

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		noise and vibration levels would be reduced to a less-than-significant level.	
4.12 Hydrology and Water Quality			
4.12-1: Short-Term Degradation of Water Quality from Project-Related Construction Activities. Construction disturbances associated with the proposed project would create the potential for soil erosion and sedimentation of storm water drainage systems and runoff to Dry Creek. Construction activities may also involve the potential for releases of other pollutants to surface waters and/or the future storm drain system including oil and gas, chemical substances used in the construction process, accidental discharges, waste concrete, and wash water. Implementation of standard erosion control measures and implementation of minimum control measures required by the SWMP would be required by individual development projects in the Plan area. This impact is considered less than significant.	LTS	No mitigation is required.	LTS
4.12-2: Temporary Effects on Groundwater Quality During Construction. Sediments and contaminants would be prevented from entering groundwater through requirements of the NPDES storm water general permit for construction activity, including preparation of a SWPPP. The NPDES permit would be required to include provisions for dewatering, and the SWPPP would be required to include a dewatering plan, measures to prevent/minimize releases of sediment and contaminants into groundwater during excavation, and methods to clean up releases if they do occur. Because compliance with these regulations would be a required of individual development projects in the Plan area and the contamination of groundwater would be avoided and/or minimized, this impact is considered less than significant.	LTS	No mitigation is required.	LTS
4.12-3: Change in the Quantity of Groundwater through Withdrawals, Interception, or Loss of Recharge Capacity. The Plan area is located within an existing urbanized area and is developed with impervious surfaces of various types. Implementation of the proposed project would not result in a	LTS	No mitigation is required.	LTS

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Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
substantial increase in impervious-surface coverage such that interference with groundwater recharge would occur. In addition, the proposed project would not result in a demand for groundwater resources. This impact is considered less than significant.			
4.12-4: Long-Term Changes in Runoff and Water Quality. Although individual project sites in the Plan area are in an urban environment that is largely paved, development under the Specific Plan may slightly increase the amount of impervious surfaces, and could proportionately increase runoff from individual project sites to storm drains. However, the Plan area is located an area of Roseville where an existing storm drainage system would be used to convey urban runoff conveyance in compliance with the City's SWMP requirements. Because compliance with NPDES-related regulations for storm water runoff would be a required element of individual projects in the Plan area, this impact is considered less than significant.	LTS	No mitigation is required.	LTS
4.12-5: Expose People or Structures to a Significant Risk of Flooding. Implementation of the proposed project could expose people and structures to flooding due to construction of proposed commercial/residential buildings and an amphitheater adjacent to or Dry Creek. This impact is considered potentially significant.	PS	**Mitigation Measure 4.12-5: Hydrology and Water Quality – Expose People or Structures to a Significant Risk of Flooding.** All habitable structures constructed in the Plan area shall be located outside the adjusted 100-year flood plain as identified in the Downtown Specific Plan Hydraulic Study (RBF 2008) prepared for the Downtown Roseville Specific Plan. Additional encroachment into areas within the adjusted 100-year flood plain shall require site specific hydraulic modeling. Specific structures identified in the Downtown Roseville Specific Plan shall be prohibited from being constructed inside the adjusted 100-year flood plain unless evaluated and approved through project specific hydraulic modeling including structures associated with mixed-use development and high-density residential.	LTS
4.12-6: Proposed Project Structures within the 100-year Flood Zone Could Impede or Redirect Flood Flows. Implementation of the proposed project could expose people and structures to flooding due to construction of proposed commercial/residential buildings, a golf course, bridges and park facilities, and an amphitheater adjacent to or across Dry Creek. This impact is considered potentially	PS	**Mitigation Measure 4.12-6: Hydrology and Water Quality – Proposed Project Structures within the 100-year Flood Zone Could Impede or Redirect Flood Flows.** To prevent impeding or redirecting storm water flows in Dry Creek, the following actions shall be implemented for design and construction of improvements identified in the Downtown Roseville	LTS

NI = No Impact LTS = Less-than-significant PS = Potentially Significant S = Significant SU = Significant and Unavoidable

Table ES-1
Summary Table of Impacts and Mitigation Measures

Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
significant. Portions of the proposed project are within the 100-year floodplain. This impact is considered potentially significant.		Specific Plan adjacent to Dry Creek. 1. The Creek Walk identified in the Downtown Roseville Specific Plan shall be constructed at the existing top of bank elevation for Dry Creek and the area south of the new library bridge shall be made inaccessible during major storm events. 2. All pedestrian bridges in the Specific Plan area and the grand staircase shall be aligned to prevent increased 100-year flood water surface elevations in Dry Creek. Additional hydraulic analyses shall be conducted for the new pedestrian bridge alignments that are inconsistent with the RBF hydraulic analysis. 3. Prior to any golf course related development activities in Saugstad Park, a site-specific hydraulic analysis or other acceptable analysis shall be conducted for a more specific golf course development plan to ensure that there is no risk of impeding or redirecting flood flows. This future analysis shall be reviewed and approved by the City's Public Works Department. These measures would ensure proposed structures and improvements identified in the Specific Plan do not impede or redirect flood flows in Dry Creek, reducing this potential impact to a less-than-significant level.	
4.12-7 Inundation by Seiche, Tsunami, or Mudflow. The proposed project is not located in an area susceptible to seiche or tsunamis. Steep slopes along Dry Creek could pose hazards associated with mudflows. This impact is considered potentially significant.	PS	**Mitigation Measure 4.12-7: Hydrology and Water Quality – Inundation by Seiche, Tsunami, or Mudflow.** Implement Mitigation Measure 4.4-3. This measure would identify any unstable, hazardous slopes along Dry Creek that could pose a mudflow hazard to pedestrians and/or bicyclists and require implementation of recommendations to prevent landslides. This impact would be reduced to a less-than-significant level.	LTS
5 Cumulative Impacts			
5.4-1: Increases in Greenhouse Gas Emissions. Emissions of GHGs during construction and operation of the proposed project would be substantial. Therefore, direct impacts of the proposed project from GHG emissions are considered significant.	S	**Mitigation Measure 5.4-1** Implementation of Air Quality Mitigation Measure 4.10-2, which would reduce operational emissions of criteria air pollutants and precursors, would also act to reduce GHG emissions associated with project operation. Mitigation measure 4.10-2 is relevant to impact 5.4-1 because both criteria air pollutant and GHG emissions are	SU

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Table ES-1
Summary Table of Impacts and Mitigation Measures

Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
		frequently associated with combustion byproducts. In addition, the City shall implement the following measures to reduce direct and indirect GHG emissions associated with the proposed project. Certain measures would already be components of the project (i.e., Specific Plan policies, design guidelines and standards), and/or would be applied consistent with the City's General Plan Policies addressing GHG emissions and climate change, but are provided here for purposes of completeness. **A. Energy Efficiency** 1. Design buildings to be energy efficient (e.g., exceed Title 24 requirements). Site buildings to take advantage of shade, prevailing winds, landscaping and sun screens to reduce energy use (1% emissions reduction). 2. Install efficient lighting and lighting control systems. Use daylight as an integral part of lighting systems in buildings (0.5% emissions reduction). 3. Install light colored "cool" roofs, cool pavements, and strategically placed shade trees (0.5% emissions reduction). 4. Install energy efficient heating and cooling systems, appliances and equipment, and control systems. 5. Install light emitting diodes (LEDs) for traffic, street and other outdoor lighting. 6. Use solar heating, automatic covers, and efficient pumps and motors for pools and spas. **B. Renewable Energy** 1. Install solar and wind power systems, solar and tankless hot water heaters, and energy-efficient heating ventilation and air conditioning. 2. Improve the thermal integrity of buildings, and reduce the thermal load with automated time clocks or occupant sensors. 3. Where practical, install solar panels on carports and over parking areas. **C. Water Conservation and Efficiency** 1. Create water-efficient landscapes with native, drought-resistant species. 2. Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls.	

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Table ES-1
Summary Table of Impacts and Mitigation Measures

Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
		3. Where feasible, use reclaimed water for landscape irrigation in new developments and on public property. Install the infrastructure to deliver and use reclaimed water. 4. Design buildings to be water-efficient. Install water-efficient fixtures and appliances. 5. Devise a comprehensive water conservation strategy appropriate for the project and location. The strategy may include many of the specific items listed above, plus other innovative measures that are appropriate to the specific project. **D. Solid Waste Measures** 1. Reuse and recycle construction and demolition waste including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard. 2. Provide interior and exterior storage areas for recyclables and green waste and adequate recycling containers located in public areas. **E. Land Use Measures** 1. Incorporate public transit into project design (0.4–1% emissions reduction). 2. Preserve and create open space and parks. Preserve existing trees, and plant replacement trees at a set ratio. 3. Include pedestrian and bicycle-only streets and plazas within developments. Create travel routes that ensure that destinations may be reached conveniently by public transportation, bicycling or walking. Design roadway network to maximize pedestrian access to transit stops, including access from residential cul-de-sacs to collector and arterial streets (1% emissions reduction). **F. Transportation and Motor Vehicles** 1. Limit idling time for commercial vehicles, including delivery and construction vehicles. 2. Provide the necessary facilities and infrastructure to encourage the use of low or zero-emission vehicles (e.g., electric vehicle charging facilities and conveniently located alternative fueling stations) (0.5–1.5% emissions reduction). 3. Provide park and ride lots. 4. Increase headways of current City bus service to downtown Sacramento.	

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Table ES-1
Summary Table of Impacts and Mitigation Measures

Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
		5. Provide shuttle service to public transit. 6. Provide public transit incentives such as free or low-cost monthly transit passes (1–5% emissions reduction). 7. Incorporate bicycle lanes, routes, and intersection improvements into street systems within the Specific Plan (1% emissions reduction). 8. For commercial land uses, provide adequate bicycle parking near building entrances to promote cyclist safety, security, and convenience (1% emissions reduction). 9. Create Class II bicycle lanes and walking paths directed to the location of schools, parks and other destination points (1% emissions reduction). 10. Ensure that the public school district shall serve the project site with a student busing system, and/or enable students residing in the project to safely walk to or bicycle to school without encountering barriers such as large arterial roadways or sound walls. 11. Construction of transit facility/amenity (bus shelters, bicycle lockers/racks, etc.) for existing public and private transit (0.5% emissions reduction). 12. Provide secure bicycle storage at public parking facilities. Mitigation Measure 5.4-1 would reduce operational and construction-generated GHG emissions. The City has determined that the proposed project would be consistent with the goals of AB 32 in that it is the type of project generally considered to be compatible with long-term GHG emission reduction efforts as it is a downtown revitalization project; and that it is reasonable to expect that the extensive vehicle trip reduction and energy conservation measures identified in Mitigation Measure 5.4-1 would be effective in substantially reducing GHG emissions compared with the unmitigated emissions calculations presented in Table 5.4-1. Conservative emissions reductions estimates were assigned to individual measures where documentation was available (California Air Pollution Control Officers Association 2008). The exact quantity of GHG emissions reduction associated with several measures identified in Mitigation Measure 5.4-1 cannot be	

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Table ES-1
Summary Table of Impacts and Mitigation Measures

Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
		calculated at this time. However, due to the current disparity between the volume of existing global GHG emissions and the goals of AB 32, even with mitigation measures incorporated, the proposed project would contribute a cumulatively considerable, incremental contribution to global GHG emissions and, therefore, would result in a significant and unavoidable cumulative impact. Mitigation measures that were considered by the City but were determined to be infeasible include: ► Use of low or zero-emission vehicles, including construction vehicles is economically infeasible. ► Promote ride sharing programs by designating a certain percentage of parking spaces for ride sharing vehicles. The City already has a Transportation Systems Management (TSM) program. ► Create car sharing programs. This measure is not enforceable.	

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1 RESPONSES TO COMMENTS ON THE DRAFT EIR

1.1 OVERVIEW

The City circulated a Notice of Preparation (NOP) for a DEIR for the Downtown Roseville Specific Plan on October 17, 2007 for a 30-day review period. On December 23, 2008, the City distributed the DEIR to public agencies and the general public and submitted the document to the State Clearinghouse for state agency review.

On December 23, 2008, the City of Roseville distributed to public agencies and the general public a Draft Environmental Impact Report (Draft EIR) for the Downtown Roseville Specific Plan and Downtowncode project. The proposed project involves implementation of the Specific Plan and associated Downtowncode in a 165-acre area comprised of the existing Historic Old Town, Vernon Street Civic Core, and Royer and Saugstad Parks in Roseville, California.

In accordance with Section 15105 of the State CEQA Guidelines, a 53-day public review period was provided for the Draft EIR from December 23, 2008 through February 13, 2009. During the review period, four written comment letters were received and were considered in the preparation of this Final Environmental Impact Report (EIR). In addition, a meeting before the City of Roseville Planning Commission was held on February 26, 2009 to provide the public with an additional opportunity to comment on the Draft EIR. No comments on the environmental analysis provided in the Draft EIR were submitted at the Planning Commission meeting.

1.2 LIST OF COMMENTERS

All comments received on the Draft EIR and the responses to those comments are presented in this chapter in accordance with State CEQA Guidelines Section 15132. All comment letters are labeled to correspond with an index table (Table 1-1). Each individual comment is assigned a number (e.g., 1-1) that corresponds to the response following the comment. The comment letters and the responses to the substantive environmental issues raised in those letters are presented in the following section.

Table 1-1
List of Commenting Entities

1	Native American Heritage Commission Katy Sanchez, Program Analyst	January 2, 2009
2	State of California Public Utilities Commission Moses Stites, Rail Corridor Safety Specialist	February 11, 2009
3	Placer County Air Pollution Control District Tom Thompson, Associate Planner	February 11, 2009
4	Judith Donato	January 30, 2009

1.3 COMMENT LETTERS AND RESPONSES TO COMMENTS

The comments received on the Draft EIR and responses to those comments are provided in this section. Copies of all comment letters are provided in their entirety. Individual comments in each comment letter are referenced in the margin. Responses to each comment provided in the comment letters immediately follow each of the comment letters.

STATE OF CALIFORNIA — Arnold Schwarzenegger, Gov

1

NATIVE AMERICAN HERITAGE COMMISSION
915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-4082
(916) 657-5390 - Fax

RECEIVED
JAN 05 2009
DEPT OF PLANNING & BUILDING
CITY OF ROSEVILLE

JAN 05 2008

January 2, 2009

Terri Shirhall
City of Roseville Redevelopment Agency
311 Vernon Street
Roseville, CA 95678

RE: SCH# 2007102090 Downtown Roseville Specific Plan; Placer County

Dear Ms. Shirhall:

The Native American Heritage Commission has reviewed the Notice of Completion (NOC) regarding the above referenced project. The California Environmental Quality Act (CEQA) states that any project that causes a substantial adverse change in the significance of an historical resource, which includes archeological resources, is a significant effect requiring the preparation of an EIR (CEQA guidelines 15064(b)). To adequately comply with this provision and mitigate project-related impacts on archaeological resources, the Commission recommends the following actions be required:

- ✓ Contact the appropriate Information Center for a record search to determine:
  - If a part or all of the area of project effect (APE) has been previously surveyed for cultural resources.
  - If any known cultural resources have already been recorded on or adjacent to the APE.
  - If the probability is low, moderate, or high that cultural resources are located in the APE.
  - If a survey is required to determine whether previously unrecorded cultural resources are present.
- ✓ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
  - The final report containing site forms, site significance, and mitigation measurers should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for pubic disclosure.
  - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.
- ✓ Contact the Native American Heritage Commission for:
  - A Sacred Lands File Check. **Sacred Lands File check completed, no sites indicated**
  - A list of appropriate Native American Contacts for consultation concerning the project site and to assist in the mitigation measures. **Native American Contacts List attached**
- ✓ Lack of surface evidence of archeological resources does not preclude their subsurface existence.
  - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5(f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
  - Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.
  - Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, CEQA §15064.5(e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

1-1

Sincerely,

Katy Sanchez

Katy Sanchez
Program Analyst
(916) 653-4040

CC: State Clearinghouse

Letter 1 Response	Native American Heritage Commission Katy Sanchez, Program Analyst January 2, 2009

1-1 The commenter provides recommended actions that are required for the proposed project to adequately comply with provisions of CEQA related to a substantial adverse change in the significance of a historical resource. The recommended actions include contacting the appropriate information center for a record search, preparing a professional report if an archaeological inventory survey is required of the project, and contacting the Native American Heritage Commission. The commenter also states the lack of surface evidence of archaeological resources does not preclude their subsurface existence and recommends actions to protect undiscovered archaeological resources.

The DEIR fully analyzes potential impacts relating to cultural resources, including archaeological and historical resources, from the implementation of the Downtown Roseville Specific Plan (see Section 4.7, "Cultural Resources"). In addition, the DEIR recommends a mitigation measure that would protect two historic-era resources from disturbance during project implementation (see Mitigation Measure 4.7-1). The DEIR also recommends a mitigation measure that would protect unrecorded cultural materials during project implementation (see Mitigation Measure 4.7-2). Lastly, the DEIR recommends a mitigation measure that would protect undiscovered / unrecorded human remains (see Mitigation Measure 4.7-3). Actions required under Mitigation Measure 4.7-3 specifically include actions as recommended by the commenter.

STATE OF CALIFORNIA — Arnold Schwarzenegger, Gover

2

PUBLIC UTILITIES COMMISSION
505 VAN NESS AVENUE
SAN FRANCISCO, CA 94102-3298

February 11, 2009

Terri Shirhall
City of Roseville Redevelopment Agency
311 Vernon Street
Roseville, CA 95678

Re: Notice of Completion, Draft Environmental Impact Study (DEIR)
Downtown Roseville Specific plan
SCH# 2007102090

Dear Ms. Shirhall:

As the state agency responsible for rail safety within California, the California Public Utilities Commission (CPUC) recommends that development projects proposed near rail corridors be planned with the safety of these corridors in mind. New developments and improvements to existing facilities may increase vehicular traffic volumes, not only on streets and at intersections, but also at at-grade highway-rail crossings. In addition, projects may increase pedestrian traffic at crossings, and elsewhere along rail corridor rights-of-way. Working with CPUC staff early in project planning will help project proponents, agency staff, and other reviewers to identify potential project impacts and appropriate mitigation measures, and thereby improve the safety of motorists, pedestrians, railroad personnel, and railroad passengers. 2-1 2-2 2-3 2-4

It appears that the project is located adjacent to the Union Pacific Railroad tracks. The DEIR should evaluate potential project related rail safety impacts, and measures to reduce adverse impacts. For example, if not already present, warning signs and vandal-resistant fencing should be installed to prevent trespassers from accessing the railroad right of way. 2-5 2-6

Thank you for your consideration of these comments. If you have any questions in this matter, please call me at (415) 713-0092 or email ms2@cpuc.ca.gov. 2-7

Sincerely,

Moses Stites
Rail Corridor Safety Specialist
Consumer Protection and Safety Division
Rail Transit and Crossings Branch
515 L Street, Suite 1119
Sacramento, CA 95814

2-1 The commenter provides an overview of the California Public Utility Commission's (CPUC) responsibility for rail safety in California and recommends development projects proposed near rail corridors be planned with safety in mind. Please refer to response to comments 2-2 through 2-6 below.

2-2 The commenter states new developments and improvements to existing facilities may increase vehicular traffic volumes on streets, at intersections, and at at-grade highway-rail crossings. A traffic study was prepared for the DEIR which analyzed the traffic operations at study intersections in and near the Specific Plan area. The traffic study also recommends mitigation measures to address significant and potentially significant impacts associated with implementing the Downtown Roseville Specific Plan (refer to Section 4.6, "Transportation and Circulation," and Appendix B of the DEIR). Specifically, the DEIR identifies traffic volumes in the Specific Plan area would result in a total of 62,842 daily trips based on land use types envisioned in the Specific Plan (see Table 4.6-6 of the DEIR) which would result in traffic operations at three intersections to operate below acceptable levels of service (LOS) under cumulative (2020) plus project conditions (see Table 4.6-7 of the DEIR). Of the intersections evaluated as part of the traffic study, two intersections involving at-grade rail crossings and located within 1 mile of the Specific Plan area (i.e., Yosemite / Atlantic Street, Tiger/Center / Atlantic Street) were included (see Appendix B of the DEIR). Both of these at-grade rail crossings are controlled crossings with lights and guards. The DEIR identified a significant impact would occur at the Yosemite Street / Atlantic Street intersection (see Impact 4.6-2) and recommends mitigation to restripe the southbound right-turn lane as a shared left/right-turn lane which improve operation of this intersection to an acceptable LOS (see Mitigation Measure 4.6-2a). The traffic study identified the Tiger/Center / Atlantic Street intersection would continue to operate acceptable LOS with implementation of the Specific Plan. The DEIR fully and adequately analyzed potential impacts to at-grade rail crossings resulting from increased traffic volumes in the Specific Plan area.

2-3 The commenter states projects in the Specific Plan area may increase pedestrian traffic at at-grade rail crossings. As described in the DEIR, the Specific Plan would establish policies for pedestrian movement by creating a walkable and pedestrian-friendly environment in Downtown Roseville. There are two at-grade rail crossings located within 1 mile of the Specific Plan area located near the Yosemite / Atlantic Street and Tiger/Center / Atlantic Street intersections. Although there is the potential for a slight increase in foot-traffic to/from residential areas located northwest of these intersections, the increased pedestrian numbers are not anticipated to be substantial because the Specific Plan encourages and facilitates infill development with mixed-uses and urban amenities intended to create an internally functioning relationship between land uses in the plan area. In addition, the Washington Boulevard railroad undercrossing serves as the primary pedestrian corridor between the Old Town and Vernon Street areas. Lastly, the Specific Plan does not include any new pedestrian crossing or pedestrian improvements to at-grade rail crossings which could precipitate an increased use by pedestrians.

2-4 The commenter states working with CPUC staff in project planning would assist in project proponents, agency staff, and other reviewers to identify potential impacts and recommend mitigation measures and to improve the safety of motorists, pedestrians, railroad personnel, and railroad passengers. In addition to the Specific Plan being required to comply with the State California Environmental Quality Act (CEQA), future development projects proposed in the Specific Plan area would also be required to comply with CEQA. The City of Roseville is committed and looks forward to working with CPUC staff as future development projects occur

in the Specific Plan area. The comment does not raise any issues related to the adequacy of environmental analysis conducted in the DEIR. No further response is necessary.

2-5 The commenter identifies the Specific Plan area as being located adjacent to Union Pacific Railroad tracks. The commenter states the DEIR should evaluate potential rail safety impacts and recommend mitigation measures to reduce adverse impacts. It is unclear what rail safety impacts could occur with implementation of the proposed Specific Plan. As stated previously, the Specific Plan includes policies to create a walkable and pedestrian-friendly environment in Downtown Roseville. There are two at-grade rail crossings located within 1 mile of the Specific Plan area located near the Yosemite / Atlantic Street and Tiger/Center / Atlantic Street intersections. Although there is the potential for a slight increase in foot-traffic to/from residential areas located northwest of these intersections, the increased pedestrian numbers are not anticipated to substantial because the Specific Plan facilitates infill development with mixed-uses and urban amenities intended to create an internally functioning relationship between land uses in the plan area. A substantial increase in pedestrian movement outside the Specific Plan area, particularly at the two closest at-grade rail crossings, is not anticipated to occur with implementation of the plan. In addition, the Specific Plan does not include any pedestrian improvements to at-grade rail crossings which could precipitate an increased use by pedestrians. No further response can be provided.

2-6 The commenter recommends mitigation measures to reduce adverse impacts related to rail safety. As stated previously, future development projects proposed in the Specific Plan area would be required to comply with CEQA at which time project- and site-specific mitigation measures would be recommended. Recommendation of mitigation measures at a project- and site-specific level would be more adept at reducing any potential rail safety impacts. The City of Roseville is committed to working with CPUC staff as future development projects occur in the Specific Plan area.

2-7 The commenter provides contact information. No response is necessary.

Placer County
AIR POLLUTION CONTROL DISTRICT

3091 County Center Drive, Suite 240 Auburn, CA 95603 • (530) 745-2330 • Fax (530) 745-2
www.placer.ca.gov/apcd Thomas J. Christofk, Air Pollution Control Officer

3

February 11, 2009

Paul Richardson
Planning Director
City of Roseville
311 Vernon Street
Roseville, CA 95678

Subject: City of Roseville Downtown Specific Plan DEIR

Dear Mr. Richardson,

Thank you for the opportunity to review the "City of Roseville Downtown Specific Plan DEIR". As you are aware, this project is located within the Sacramento Valley Air Basin (SVAB) portion of Placer County, which is classified as a severe non-attainment area for federal health based ambient air quality standards of ozone and particulate matter (PM2.5) standards. 3-1

Based on the project description, the projects related short-term construction emissions will result primarily from diesel-powered construction equipment, trucks hauling building supplies, grading, construction, building demolition, and construction employee trips. The air quality analysis in the Project's DEIR indicates that the short-term construction emissions will exceed the District's significant thresholds; therefore mitigation measures must be implemented. 3-2

In addition, there are "long term", cumulative impacts that were identified in the DEIR that will also need to be addressed. The District has identified the following mitigation measures that should be implemented by the project to ensure that the project's "short-term" construction emissions and contribution to cumulative air quality impacts will be reduced to a less than significant level. Also, we have included mitigation measures for "long term / operational" air quality impacts. It is our expectation that the City will incorporate these measures in the Final EIR. 3-3

NOTE: As we have discussed, the Placer County Air Pollution Control District has recently updated our mitigation measures in order to reflect current state and local rules and/or policies. The EIR will need to reflect these updates. 3-4

The following are our comments on the DEIR, followed by recommended changes to the mitigation measures related to air quality:

1. (Page 3-17) In order to encourage the development of the types of uses envisioned within the Plan, and to further encourage reductions of GHG's, APCD would like the City to consider establishing "Green Building" standards for the "Catalyst Sites". (i.e. as stated in the Cities Air Quality Policy #10). These standards should be applied to all new and modified buildings within the Plan area. | 3-5

2. (Page 4.10-7, Table 4.10-2) The current status of PM 2.5 is "non-attainment". Please change this status throughout the document where appropriate. | 3-6

3. (Page 4.10-11) This exhibit needs to be corrected. Please include the "100" risk isopleth for this exhibit. | 3-7

4. (Page 4.10-16, end of 4th paragraph) Change "(serious)" to "(severe)". Also, the deadline is "2018", not "2013". | 3-8

5. (Page 4.10-20) AQ Policy 8 is potentially in conflict with locating more residential units within the proximity of the UPRR. | 3-9

6. (Page 4.10-26, 4th paragraph) Please eliminate "(applicable during the summer months only)". | 3-10

7. (Page 4.10-13, paragraph 3). Idle time "limited to 5 minutes" conflicts with Table 2-1 and page 4.10-35. The maximum idle time for construction vehicle and equipment should be 5 minutes instead of 10 minutes. This should be reflected throughout the document. | 3-11

8. (Page 4.10-33, paragraph 7) The document should include a provision for future CO analysis of any intersection that results in a reclassification to a LOS of E or F, or if existing intersections operating at a LOS of E or F has an increase in traffic. | 3-12

9. (Page 4.10-35, 36) All the mitigation measures listed on these pages need to be updated and substituted with current, APCD mitigation measures (attached, below). | 3-13

10. (Page 4.10-35) Remove the "Measures specific to 20+ acre project sites:" heading and update / substituted these outdated measures with current, APCD mitigation measures (attached, below). | 3-14

11. (Page 4.10-36, etc.) Please review the document for wording that is too permissive, or wording that is not specific, especially wording related to mitigation. Avoid phrases such as "To the extent feasible …", and "as far away as possible", "may", "should", etc. | 3-15

12. (Page 5-20, last paragraph) The following conflicts with the language in the State Scoping Plan: "At this time, AB 32 only applies to stationary source emissions". This language should be deleted or modified to include the fact that the California ARB also recognizes "transportation" as a contributor to GHG's under AB32. 3-16

13. (Page 5-23 thru 5-25) For GHG mitigation measures, how were the emission reduction percentages quantified? What methods were used? Why are some listed with reductions and others are not? APCD suggest that the City establish a "target" reduction of GHG's for this project. 3-17

14. Table 2-1: All the mitigation measures listed in this table need to be updated and substituted with current, APCD mitigation measures (see below).

Note: There does not appear to be any "offsite" mitigation measures within the document. Please include the wording below (#OP-7) when discussing or listing mitigation measures relating to "offsite mitigation" within the document.

APCD Updated Mitigation Measures (Construction)

Please update the Air Quality mitigation measures in Table 2-1, Section 4.10-1, (and as listed elsewhere throughout the DEIR), by eliminating the proposed City of Roseville mitigation measures and by substituting these with the more current, updated "APCD Mitigation Measures" listed below. Note: Our proposed wording follows the DEIR mitigation measure number below (in bold). 3-18

1. If the project's size is over 10 acres or building demolition proposed, the applicant shall submit a Construction Emission / Dust Control Plan to the Placer County APCD. This plan must address the minimum Administrative Requirements found in section 300 and 400 of APCD Rule 228, Fugitive Dust. The applicant shall not break ground prior to receiving APCD approval of the Construction Emission / Dust Control Plan.

2. If the project applicant is required to prepare a Construction Emission/Dust Control Plan, the prime contractor shall also submit to the District a comprehensive inventory (i.e. make, model, year, emission rating) of all the heavy-duty off-road equipment (50 horsepower of greater) that will be used an aggregate of 40 or more hours for the construction project. The inventory shall be updated, beginning 30 days after any initial work on site has begun, and shall be submitted on a monthly basis throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least three business days prior to the use of subject heavy-duty off-road equipment, the project representative shall provide the District with the anticipated construction timeline including start date, and name and phone number of the property owner, project manager, and on-site foreman.

In addition to the equipment inventory, the applicant shall also provide an emission calculation spreadsheet to the Placer County APCD for approval by the District demonstrating that the heavy-duty (> 50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve a project wide fleet-average 20 percent NOx reduction and 45 percent particulate reduction compared to the most recent CARB fleet average. Acceptable options for reducing emissions may include use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available. The calculation spreadsheet can be downloaded from the SMAQMD's website: http://www.airquality.org/ceqa/ConstructionEmissionsMitigationCalculatorv6o03-2007March09.xls.

3. The prime contractor shall be responsible for keeping adjacent public thoroughfares clean of silt, dirt, mud, and debris, and shall "wet broom" or wash streets if silt, dirt, mud or debris is carried over to adjacent public thoroughfares. Dry mechanical sweeping is prohibited. The contractor shall apply water to control dust, as required by Rule 228, Fugitive Dust, to prevent dust impacts offsite. Operational water truck(s), shall be onsite, at all times, to control fugitive dust. Construction vehicles leaving the site shall be cleaned to prevent dust, silt, mud, and dirt from being released or tracked off-site. Earth moving construction equipment shall be cleaned with water once per day.

3-18 Cont'd

4. No changes proposed

5. During construction, the contractor shall minimize idling time to a maximum of 5 minutes for all diesel powered equipment and diesel vehicles.

6. The contractor shall utilize existing power sources (e.g., power poles) or clean fuel generators rather than temporary power generators.

7. Eliminate the "Sites over 20 acres" category. In addition, the following wording should be substituted and included as mitigation measures for all construction activities (the following were not numbered in the document):

7a The contractor shall have a pre-construction meeting for grading activities to discuss the construction emission/dust control plan with employees and/or contractors. The contractor shall invite the Placer County APCD to the pre-construction meeting.

7b & c The contractor shall suspend all grading operations when fugitive dust exceeds Placer County APCD Rule 228 (Fugitive Dust) limitations. The prime contractor shall be responsible for having an individual who is CARB-certified to perform Visible Emissions Evaluations (VEE). This individual shall evaluate compliance with Rule 228 on a weekly basis. It is to be noted that fugitive dust is not to exceed 40% opacity and not go beyond property boundary at any time. If lime or other drying agents are utilized to dry out wet grading areas they shall be controlled as to not to exceed Placer County APCD Rule 228 Fugitive Dust limitations.

7d. Construction equipment exhaust emissions shall not exceed District Rule 202 Visible Emission limitations. Operators of vehicles and equipment found to exceed opacity limits are to be immediately notified to cease operations and the equipment must be repaired within 72 hours. Additional information regarding Rule 202 can be found at: http://www.placer.ca.gov/Departments/Air/Rules.aspx

APCD Updated Mitigation Measures (Long Term, Operational)

Please update the Air Quality mitigation measures in Table 2-1, Section 4.10-2, (and as listed elsewhere throughout the DEIR), by eliminating the proposed City of Roseville mitigation measures and by substituting these with the more current, updated "APCD Mitigation Measures" listed below. Note: Our proposed wording follows the DEIR mitigation measure number below (in bold).

1. (No Changes - keep this wording)

2. The applicant shall show that all truck loading and unloading docks shall be equipped with one 110/208 volt power outlet for every two dock doors. Diesel trucks shall be prohibited from idling more than five minutes and must be required to connect to the 110/208 volt power to run any auxiliary equipment. Signage adjacent to the docks shall be provided and approved by the Placer County APCD.

3-18 Cont'd

3. The applicant shall show provisions for construction of new residences, and where natural gas is available, the installation of a gas outlet for use with outdoor cooking appliances, such as a gas barbecue or outdoor recreational fire pits.

4. (No changes – keep this wording)

5. (No Changes - keep this wording)

APCD Updated Mitigation Measures Not Included

The following are updated APCD mitigation measures which the District would like to see included but were not listed in the DEIR (**"C"** = Construction / **" OP"** = Operational):

C-1. An enforcement plan shall be established, and submitted to the APCD for review, in order to weekly evaluate project-related on-and-off- road heavy-duty vehicle engine emission opacities, using standards as defined in California Code of Regulations, Title 13, Sections 2180 - 2194. An Environmental Coordinator, CARB-certified to perform Visible Emissions Evaluations (VEE), shall routinely evaluate project related off-road and heavy duty on-road equipment emissions for compliance with this requirement. Operators of vehicles and equipment found to exceed opacity limits will be notified and the equipment must be repaired within 72 hours.

C-2. During construction, traffic speeds on all unpaved surfaces shall be limited to 15 miles per hour or less.

C-3. The prime contractor shall suspend all grading operations when wind speeds (including instantaneous gusts) exceed 25 miles per hour and dust is impacting adjacent properties.

C-4. All on-site stationary equipment shall be classified as "low emission" equipment.

C-5. Scheduled operations which impact or impede traffic flow in and around the construction site shall be limited to "off-peak" hours.

C-6. The applicant shall show that electrical outlets shall be installed on the exterior walls of both the front and back of all residences or all commercial buildings to promote the use of electric landscape maintenance equipment.

OP-1. The floor plans shall show that the applicant has provided a locker room/showers for the benefit of employees. At a minimum, one shower and 3 lockers shall be provided for every 30 employees

3-18 Cont'd

OP-2. The floor plans and exterior elevations shall show that the applicant has installed either solar panels or Photovoltaic roofing tiles on the structures throughout the project.

OP-3 The applicant shall show that on-site bicycle storage shall be required as reviewed and approved by APCD.

OP-4. The Site Plan shall show that the applicant has provided preferential parking spaces for employees that carpool / vanpool / rideshare adjacent to the office or commercial building. Such stalls shall be clearly demarcated with signage as approved by the Placer County APCD.

OP-5. The applicant shall show that all flat roofs with parapets shall include a white or silver cap sheet to reduce energy demands.

OP-6 The demolition or remodeling of any structure may be subject to the National Emission Standard for Hazardous Air Pollutants (NESHAPS) for Asbestos. This may require that a structure to be demolished be inspected for the presence of asbestos by a certified asbestos inspector, and that all asbestos materials are removed prior to demolition. For more information, call the California Air Resources Board at (916) 916) 322-6036 or the U. S. EPA at (415) 947-8704.

OP-7 In order to mitigate the projects contribution to long-term emission of pollutants, the applicant shall either **1**. participate in the Placer County Air Pollution District Offsite Mitigation Program by paying the equivalent amount of money, which is equal to each individual projects contribution of pollutants (ROG and NOx), which exceeds the cumulative threshold of 10 pounds per day. The estimated payment for the proposed project will be determined by the total amount of excessive ROG and NOx resulting from each individual project alone and the cost effectiveness per current California Air Resource Board Carl Moyer Program guidelines.
or,
2. participate in an offsite mitigation program, coordinated through the Placer County Air Pollution Control District, to offset the project's long-term emission of pollutants. Examples include participation in a "Biomass" program, retrofitting mobile sources (i.e. busses, heavy duty diesel equipment), or any other program that is deemed acceptable by the Director of the Placer County APCD. Any proposed offsite mitigation shall be located within the same region as the proposed project. This condition shall be satisfied prior to either recordation of a Final Map or issuance of a building permit for the proposed project.

OP-8 Pursuant to the Placer County Air Pollution Control District Rule 501, General Permit Requirements, the proposed project may need a permit from the District prior to construction. In general, any engine greater than 50 brake horsepower or any boiler with heat greater than 1,000,000 Btu per hour will need a permit issued by the District. In addition, processes that discharge 2 pounds per day or more of air contaminants, as defined by Health and Safety Code Section 39013, to the atmosphere may require a permit. Permits are required for both construction and operation. Developers/contractors should contact the District prior to construction and obtain any necessary permits.

Thank you for the opportunity to review this proposal. If you have any questions or comments please phone 530-745-2382

3-18
Cont'd

Sincerely,

Tom R. Thompson

Tom R. Thompson
Placer County Air Pollution Control District
Associate Planner
tthompso@placer.ca.gov
(530) 745-2382

TRT:tt

Ref: T:\APCU\P&M\2008\Roseville\Downtown Specific Plan DEIR

3-1 The commenter identifies the Plan area as being located in the Sacramento Valley Air Basin and identifies the air basin being classified as a severe non-attainment area for federal health based ambient air quality of ozone and particulate matter ($PM_{2.5}$) standards. The comment does not raise any issues related to the adequacy of environmental analysis conducted in the DEIR. No further response is necessary.

3-2 The commenter states the project's short-term construction emissions from diesel-powered construction equipment (e.g., haul trucks, grading, demolition, employee trips). The commenter refers to the DEIR's conclusion that short-term construction emissions would exceed the Placer County Air Pollution Control District's (PCAPCD) significance thresholds (Impact 4.10-1, "Air Quality," of the DEIR) and states mitigation measures must be implemented. The DEIR recommends numerous actions of the project applicant in accordance with PCAPCD rules and regulations (see Mitigation Measure 4.10-1, "Air Quality," of the DEIR). Please also refer to Response to Comments 3-13, 14, 18 below.

3-3 The commenter refers to the DEIR's conclusion that long-term, cumulative emissions would exceed the PCAPCD's significance thresholds (Impact 4.10-2, "Air Quality," of the DEIR) and states mitigation measures must be implemented. The DEIR recommends numerous actions of the project applicant in accordance with mitigation measures developed by the PCAPCD (see Mitigation Measure 4.10-2, "Air Quality," of the DEIR). Please also refer to Response to Comments 3-13, 14, 18 below.

3-4 The commenter identifies the PCAPCD recently updated their mitigation measures to reflect current state and local rules and/or policies and states the DEIR needs to reflect these updates. Please refer to Response to Comments 3-13, 14, 18 below.

3-5 The commenter encourages the City to consider establishing "Green Building" standards for the catalyst sites to reduce greenhouse gas (GHG) emissions within the plan area. Mitigation measure 4.10-2 currently includes the measure: "Exceed California Title 24 energy requirements. Areas of Title 24 to be exceeded shall be determined by the applicant and the City." The text of this measure should be revised to read as follows:

"Exceed California Title 24 2008 energy efficiency standards ~~requirements~~ by a minimum of 10%. Areas of Title 24 to be exceeded (e.g., insulation, appliances, and fixtures) shall be determined by the applicant and the City."

3-6 Referring to Table 4.10-2, the commenter states that the status of the project area is nonattainment for $PM_{2.5}$, and requests that the status be changed throughout the document where appropriate. Table 4.10-2 summarizes State and federal attainment designations for all criteria air pollutants applicable to the project area, including nonattainment for the State $PM_{2.5}$ standard. Western Placer County is currently proposed nonattainment for the federal $PM_{2.5}$ standard; however, these designations are not in effect at the time of writing (and will not be published in the Federal Register until June 2009, at the earliest). Any federal regulations that were finalized prior to January 20, 2009 (i.e., the time the new administration took federal office) shall not be sent to the Office of the Federal Register until the time it has been reviewed and approved by a department or agency head appointed or designated by the President after noon on January 20, 2009. Thus, attainment designations in Table 4.10-2 and throughout the document are correct as written.

3-7 It is assumed that the commenter requests that the 100 excess cases in one million isopleth be added to Exhibit 4.10-1, and there are no corrections needed in this exhibit. The addition of the requisite isopleths has been made for informational purposes.

3-8 The commenter requests changing the text "serious" to "severe" and changing the attainment deadline text from "2013" to "2018" (see Page 4.10-16, paragraph 4). Text on Page 4.10-16, paragraph 4, of the DEIR is revised as follows:

In July of 1997, the EPA promulgated a new 8-hour ozone standard. This change lowered the standard for ambient ozone from 0.12 ppm averaged over one hour to 0.08 ppm averaged over eight hours. In general, the 8-hour standard is more protective of public health and more stringent than the 1-hour standard. The promulgation of this standard prompted new designations and nonattainment classifications in June 2004, and resulted in the revocation of the 1-hour standard in June 2005. The region has been designated as a nonattainment ~~(serious)~~ (severe) area for the national (8-hour) ozone standard with an attainment deadline of ~~June 2013~~ 2018.

3-9 The commenter states AQ Policy 8 conflicts with the siting of more residential units in proximity to the Union Pacific Rail Road (UPRR) Yard. The DEIR concludes impacts related to exposing sensitive receptors to toxic air contaminants (see Impact 4.10-3, "Air Quality," of the DEIR) would be significant. In addition, the DEIR recommends mitigation measures which would require, to the extent feasible, sensitive receptors to be located as far away from the UPRR maintenance facility as possible and proposed commercial uses that have the potential to emit TACs (e.g., diesel-fueled engines) to be located as far away as possible from existing and proposed receptors (see Mitigation Measure 4.10-3, "Air Quality"). This mitigation measure is consistent with the intent of City's AQ Policy 8, (i.e., to promote maximum feasible separation distances between sources of air pollutants and sensitive receptors). Nonetheless, the impact would remain significant and unavoidable because the potential exposure to sensitive uses from TAC sources (e.g., the UPRR Yard) cannot be eliminated.

3-10 The commenter requests removing text in the DEIR "applicable during the summer months only" from reference to its recommended cumulative threshold of 10 pounds per day (lb/day) of operational emissions of ozone precursors. The following text revisions are made in response to the comment.

Page 4.10-26, paragraph 4 is revised as follows:

- Long-term operation-related emissions of ROG and NO_X exceed the PCAPCD-recommended cumulative mass emissions threshold of 10 lb/day ~~(applicable during summer months only)~~.

Page 4.10-28, Impact 4.10-2 statement, is revised as follows:

Generation of Long-Term Operation-Related (Regional) Emissions of Criteria Air Pollutants and Ozone Precursors. Operation-related activities would result in project-generated emissions of ROG, NO_X or PM_{10} that exceed PCAPCD's significance threshold of 82 lb/day. Project-generated operation-related emissions of ROG and NO_X would also exceed PCAPCD's recommended cumulative ~~summertime~~ threshold of 10 lb/day. In addition, the proposed project would require a General Plan amendment to allow for development of desired land uses in downtown Roseville. Thus, project-generated, operation-related emissions of criteria air pollutants and precursors could violate or contribute substantially to an existing or projected air quality violation, expose sensitive receptors to substantial pollutant concentrations and/or conflict with air quality planning efforts. As a result, this impact is considered **significant**.

Page 4.10-29, paragraph 4, is revised as follows:

Based on the modeling conducted, operation-related activities would result in project-generated emissions of ROG, NO_X and PM_{10} that exceed PCAPCD's applicable thresholds of 82 lb/day. Consequently, project-generated operation-related emissions of ROG and NO_X would also exceed PCAPCD's recommended ~~summertime~~ cumulative significance threshold of 10 lb/day. In addition, PCAPCD relies, to a certain degree; on land use designations contained in general plan documents applicable to its jurisdiction. PCAPCD refers to the contents of approved general plans in order to forecast, inventory, and allocate regional emissions from land use and development-related sources. These emissions budgets are used in statewide air quality attainment planning efforts. Because the proposed project would require a general plan amendment to allow for development of the desired land uses in downtown Roseville, emissions that would be associated with the new land use types would not already be accounted for in regional air quality planning efforts. Thus, project-generated, operation-related emissions could violate or contribute substantially to an existing or projected air quality violation and result in a cumulatively considerable net increase of criteria pollutants, especially considering the nonattainment status of the Placer County portion of the SVAB, expose sensitive receptors to substantial pollutant concentrations, and/or conflict with air quality planning efforts. As a result, this would be a significant impact.

3-11 It is assumed that the commenter is referring to page 4.10-31, as there is no reference to idling vehicles or equipment on page 4.10-13. The commenter suggests there is a conflict between the statement that commercial vehicles are restricted to five minutes idling time by state legislation (see page 4.10-31, paragraph 3) and recommended mitigation measure 4.10-1 which restricts idling time of diesel construction equipment and vehicles to a maximum of ten minutes. The commenter recommends that the City change this mitigation measure to restrict construction equipment idling to a maximum of five minutes. However, there is no such conflict because the commenter references two different emitters (i.e., commercial trucks [see page 4.10-31] and construction equipment [see page 4.10-35]).

3-12 The commenter suggests that "the document should include a provision for future CO analysis of any intersection that results in a reclassification to a LOS E or F, or if existing intersections operating at a LOS E or F has an increase in traffic." The recommended provision would not be appropriate or necessary because the conservative screening-level CO hot spot analysis conducted for the Plan area (refer to Table 4.10-5 on page 4.10-34 of the DEIR) demonstrated that a worst-case increase in traffic to any intersection in the Plan area would not result in a violation of ambient air quality standards for CO. Further, it would not be appropriate to defer such analysis into the future, as the commenter is recommending. For this reason, a worst-case analysis was conducted associated with the implementation of the proposed project in order to avoid the need for such a deferred analysis. As shown in Table 4.10-5 of the DEIR, this impact would be less than significant.

3-13, 14, 18 The commenter requests that mitigation measures be replaced or re-worded with the measures submitted in the comment letter. For the following reasons, the City cannot replace the suggested list of updated measures. First, many of the measures in the updated list are either redundant with City regulations that are already in place (e.g., erosion/sedimentation controls) or redundant with City incentive programs (e.g., rebates for energy-efficiency technologies, Transportation Systems Management [TSM] Program). Second, some measures indicated in the revised list are not consistent with state law. Specifically, Section 40717.9 of the California Health and Safety Code prohibits employer trip reduction mandates.

The City has previously invested significant time and resources in developing a list of air quality mitigation measures with the commenting agency, PCAPCD. The PCAPCD's standard list of mitigation measures was prepared as part of a collaborative effort between the City and the Air District. Specifically, the list was refined to eliminate measures redundant with City regulations or inapplicable to development in the City. The collaborative effort resulted in a list of air quality mitigation measures that are recommended in the DEIR, that are enforceable and feasible, and have been used consistently in all City of Roseville projects since 2004. Additionally, as demonstrated by the City's previous efforts, the City prefers to issue a concise list of mitigation measures applicable to the project under review.

The updated list provided by the commenter was prepared after the release of the NOP and the City was not aware of an updated list until the DEIR was circulated for public review. It is up to the Lead Agency to determine appropriate mitigation. Consistent with 15126 of the CEQA Guidelines, if the Lead Agency determines that a mitigation measure cannot be legally imposed, the measure need not be proposed or analyzed. Instead the EIR may simply reference that fact and briefly explain the reasons underlying the Lead Agency's determination. For the purpose of EIR preparation, the City considers the existing circumstances at the time the NOP was issued as the baseline environmental setting consistent with CEQA Guidelines Section 15125(a).

Of most concern is that the updated list requests PCAPCD approval authority over multiple areas for which the City is the permit issuing agency including grading and demolition permits, design and location of bicycle storage lockers, and signage for preferential parking. While the City cannot relinquish its authority to issue these permits, the City will continue to coordinate with the PCAPCD to identify feasible and applicable measures that can be applied to the project by the City, and continue to reflect the mitigation goals of the PCAPCD. Because of ongoing technological advancements in the area of air quality mitigation, the City will continue coordinating with PCAPCD as the list of air quality mitigation measures evolves over the twenty-year buildout of the Plan area.

3-15 The commenter recommends reviewing the DEIR for wording that is too permissive or wording that is not specific, especially wording related to mitigation. The commenter continues to recommend avoiding phrases such as "to the extent feasible", "may", and "should". The mitigation measures recommended in the DEIR are worded appropriately in order to provide for actions that are feasible and enforceable.

3-16 The commenter recommends deleting or modifying text of the DEIR referencing AB 32. Page 5-20, last paragraph, of the DEIR is revised as follows:

Although neither the ARB nor any air district in California, including the PCAPCD, has identified a significance threshold for analyzing GHG emissions generated by a proposed project or a methodology for analyzing air quality impacts related to global warming, California has identified goals to reduce GHG emissions to 1990 levels by the year 2020 with adoption of AB 32. To meet AB 32 goals, California would need to generate lower levels of GHG emissions than current levels, while accommodating 30 years of population and economic growth in the state. In addition, by adoption of SB 97 California has committed to developing and adopting CEQA Guidelines to assist local jurisdictions in their assessment. Because no standards have yet been adopted, it is recognized that for most projects there is no simple metric available to determine if a single project would substantially increase or decrease overall GHG emission levels (e.g., help or hinder meeting the AB 32 emission goals). ~~In addition, at this time AB 32 only applies to stationary source emissions.~~ For the purposes of this analysis and absent guidance from State and local agencies, the City has chosen the following approach to analyzing GHG emissions in the context of CEQA: 1) quantify the mass of GHG emissions associated with the proposed project

using recommended and widely accepted calculation tools available at this time of writing, 2) if the project would result in a substantial increase in GHG emissions, then the impact would be considered significant, and 3) implement the best available, feasible mitigation measures known to reduce GHG emissions, although the efficacy of such measures are currently unknown.

3-17 The commenter questions the source of information consulted, methodology, and approach to obtaining the emission reduction values attributed to the greenhouse gas reduction mitigation measures recommended in the DEIR (see Mitigation Measure 5.4-1, "Cumulative Impacts," of the DIER). As referred to at the end of Mitigation Measure 5.4-1, the approach and source of information comes from the California Air Pollution Control Officers Association (2008). The efficacy of certain measures could be more readily quantified, while others could not be, based on the current state of the science and literature available at the time of writing. Where it was not possible to quantify the performance of a mitigation measure based on the information available, the City has not attempted to engage in such speculation. The commenter also suggests that the City establish a reduction "target" for this project. However, the State is only now providing local governments with guidance regarding meeting the goals of AB32. Rather than prematurely target individual projects, the City is pursuing establishing emission reduction targets via preparation of a broader, community-oriented Climate Action and Sustainability Plans which would be based on emissions inventory, and feasible and quantifiable mitigating programs. Comment noted.

4

Ms. Donato,

Thank you for your interest and comments regarding the Downtown Specific Plan and residential uses in proximity to the railyard. These comments will be forwarded to the Planning Commission, and considered as part of their overall review of the project.

Once again, thank you for your comments.

Kevin Payne
Assistant Director
Planning & Redevelopment Department
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City of Roseville

-----Original Message-----
From: Frank Weinstein and Judith Donato [mailto:frankli@quiknet.com]
Sent: Friday, January 30, 2009 9:52 AM
To: Payne, Kevin
Subject: Comment on Downtown Specific Plan

Mr. Payne, thanks for your presentation on the downtown revitalization plan at the City/UP Committee meeting yesterday. I want to "second" the comment made by one of the U.P. representatives at the meeting recommending reconsidering the placement of housing and/or commercial property in close proximity to the rail yard, tracks, and operations conducted at the yard. As we saw at the meeting yesterday, the noise, vibrations, and emission problems in the surrounding area of the rail yard are considerable and continue to be a source of concern to existing residents, and in the case of emissions, to the PCAPCD. I would like to point out that the lack of viability of Victoria Station (formerly Church St. Station) can be directly attributed to its proximity to the rail yard. I would not want to see the City make a similar mistake in approving unwise uses again, which can be both costly and unhealthy.

4-1

Thank you,
Judith Donato
1009 Haman Way
Roseville, CA 95678

4-1 The commenter expresses concern with the placement of housing and commercial property within close proximity of the rail yard. The commenter states noise, vibrations, and air emissions in the area surrounding the rail yard are considerable and a source of concern. The DEIR fully analyzes impacts related to exposing sensitive receptors (e.g., residents) to substantial emissions of toxic air contaminants (TAC) originating from the rail yard (see Impact 4.10-3, "Air Quality," of the DEIR). As part of analyzing impacts, the DEIR refers to the health risk assessment provided as part of the Roseville Rail Yard Study. The DEIR concludes that implementation of the Specific Plan could expose sensitive receptors to substantial emissions of TACs that could cause both cancer and non-cancerous health effects. In response, the DEIR also recommends mitigation measures that would reduce concentrations of TACs that sensitive receptors would be exposed to and that would require disclosing the health risk impacts to future residents (see Mitigation Measure 4.10-3, "Air Quality," of the DEIR). However, mitigation could not be shown to reduce impacts to a less-than-significant level and the DEIR considers the exposure of sensitive receptors to TACs a significant and unavoidable impact.

The DEIR fully analyzes impacts related to land use compatibility of sensitive receptors (e.g., residents) with future railroad noise levels and ground-borne noise and vibration levels (see Impacts 4.11-5 and 4.11-7, "Noise," of the DEIR). The DEIR concludes that implementation of the Specific Plan could expose sensitive receptors to daily railroad-generated noise levels that exceed the City's exterior noise level standard for residential land uses. The DEIR also concludes that implementation of the Specific Plan could expose sensitive receptors to excessive ground-borne vibration levels. In response, the DEIR recommends mitigation measures that would reduce ground-borne vibration impacts to a less-than-significant level (see Mitigation Measure 4.11-7, "Noise," of the DEIR). The DEIR also recommends mitigation measures that would reduce railroad noise impacts, but not to a less-than-significant level (see Mitigation Measure 4.11-5, Noise," of the DEIR). Therefore, the DEIR considers the exposure of sensitive receptors to railroad noise levels a significant and unavoidable impact.

2 CORRECTIONS AND REVISIONS TO THE DRAFT EIR

The following corrections and revisions are incorporated in the Final EIR to correct typographical errors, make changes in response to public comments on the Draft EIR, or to provide updated or corrected text as a result of new information that became available. Revised text is indented, specific deletions are indicated by ~~strikeout text~~, and additions to the Draft EIR are shown in underline. These corrections and revisions are provided in the same order as presented in the Draft EIR.

SECTION 4.6, TRANSPORTATION AND CIRCULATION

Page 4.6-33 is hereby revised as follows:

Mitigation Measure 4.6-2a: LOS D at Yosemite Street/Atlantic Street:

The addition of project traffic at this intersection under cumulative 2020 conditions would deteriorate operations from LOS C to LOS D. To mitigate project impacts, the southbound right-turn lane could be restriped as a shared left/right-turn lane. With this restriping, the intersection would operate at an acceptable LOS C. The projects would be responsible to pay ~~its~~ their fair share toward this improvement. This intersection improvement shall be incorporated into the City of Roseville Capital Improvement Program. Incorporating this intersection improvement into the City's Capital Improvement Program would establish a funding mechanism to collect the remaining funds for this improvement (beyond the project's fair share). Therefore, implementation of the ultimate improvement would be guaranteed and the impact is considered less than significant.

SECTION 4.7, CULTURAL RESOURCES

Section 4.7.1, page 4.7-4, paragraphs 2 and 3 under "Architectural Resources" are hereby revised as follows:

The types of buildings within the Plan area vary in age, style, and function. The majority of resources that were recorded as part of the inventory consist of commercial properties dating from the 1910s to the 1950s. Residential buildings within the Plan area mostly consist of vernacular buildings with the same range of construction dates. Historic-era buildings can sometimes be tangible reminders of distinctive architectural styles or of the foresight of early local businessmen and women who built diversified economic bases that allowed cities to thrive. An example of a historic residential property in downtown Roseville is preserved in the Haman House, located at 424 Oak Street, which is listed in the National Register of Historic Places (added in 1976 - Building #76000507). Historic-era buildings ~~Such buildings~~, however, generally require the retention of enough historic integrity to their period(s) of significance in order to reflect that association and meet CRHR eligibility criteria. The majority of buildings within the Plan area have been significantly modified and do not evoke a sense of place and time to their original construction dates. Loss of historic fabric and subsequent infill development over the years has been extensive within the area resulting in a non-cohesive area with a low degree of historic integrity. Of the 213 historic-era buildings located within the Plan area, two appear eligible for listing on the CRHR including the City Hall Annex (located at 316 Vernon Street) and Tower Theater (located at 241 Vernon Street). The Vernon Street Schoolhouse was previously determined eligible for the CRHR but was demolished in 2002. Also, the Old Town Roseville area has been designated as a historic district at the local level by the City of Roseville. The remaining buildings do not appear eligible for CRHR listing due to a lack of significant association and lack of historic integrity.

Certain property types are generally excluded from consideration for listing in the CRHR. One such property type are properties that are less than 50 years old (California Code of Regulations, Title 14, Section 4852 (d)(2)). Table 4.7-1 provides a list of historic-era properties that are currently in excess of 45 years in age. The buildings listed in Table 4.7-2 are currently less than 45 years old and, therefore, are not considered eligible for listing on the

CRHR. However, because the Specific Plan is intended to address potential development over the next 20 years, some of these buildings will reach an age of 45 years or older over time and an evaluation under CRHR criteria may be needed within the timeframe of the Plan (see Section 4.7.3).

Section 4.7.1, page 4.7-7, the following text, tables, and exhibit are added to the end of sub-section "Architectural Resources" as follows:

The City of Roseville has deemed specific buildings in the Plan area as historically significant as defined by Chapter 19.61 of the Roseville Zoning Ordinance. These historically significant buildings are listed in Table 4.7-3 below and their location is shown in Exhibit 4.7-1.

Table 4.7-3
Buildings Deemed Historically Significant by the City of Roseville

Map #	Address	APN	Name
4	315 Washington Blvd	011-144-001-000	Hemphill House
5	100 Main Street	011-146-024-000	McRae Building
7	341 Lincoln Street	012-200-008-000	Bank of Italy Building
8	314 Lincoln Street	012-122-003-000	Barker Hotel
9	109 Washington Blvd	012-123-009-000	First Methodist Church
10	112 Pacific Street	012-200-012-000	Odd Fellows Hall
12	345 Atlantic Street	013-092-010-000	West House
13	201 Vernon Street	013-093-007-000	Citizens Bank
18	222-226 Vernon Street	013-093-005-520	Vernon Street Hotel
25	424 Oak Street	013-123-018-000	Haman House
29	700 Vernon Street	013-250-017-000	Placer Co Exhibit Bldg

APN = Assessor's Parcel Number
Source: City of Roseville, pers. comm., 2009

The City of Roseville has also deemed specific City-owned buildings in the Plan area as historically significant as defined by City Resolution Number 06-610. These historically significant buildings are listed in Table 4.7-4 below and their location is shown in Exhibit 4.7-1.

Table 4.7-4
City-Owned Buildings Deemed Historically Significant

Map #	Address	APN	Name
1	557 Lincoln Street	Top of Form 011-143-006-000	Carnegie Library
6	400 Lincoln Street	011-147-011-000	Fire Station (Old Town)
11	315 Church Street	Top of Form 013-250-022-000	UP Hospital
16	316 Vernon Street	013-091-009-000	City Hall Annex
17	235 Vernon Street	013-093-003-000	Roseville Theater
24	421 Vernon Street	013-123-022-000	Tower Theater

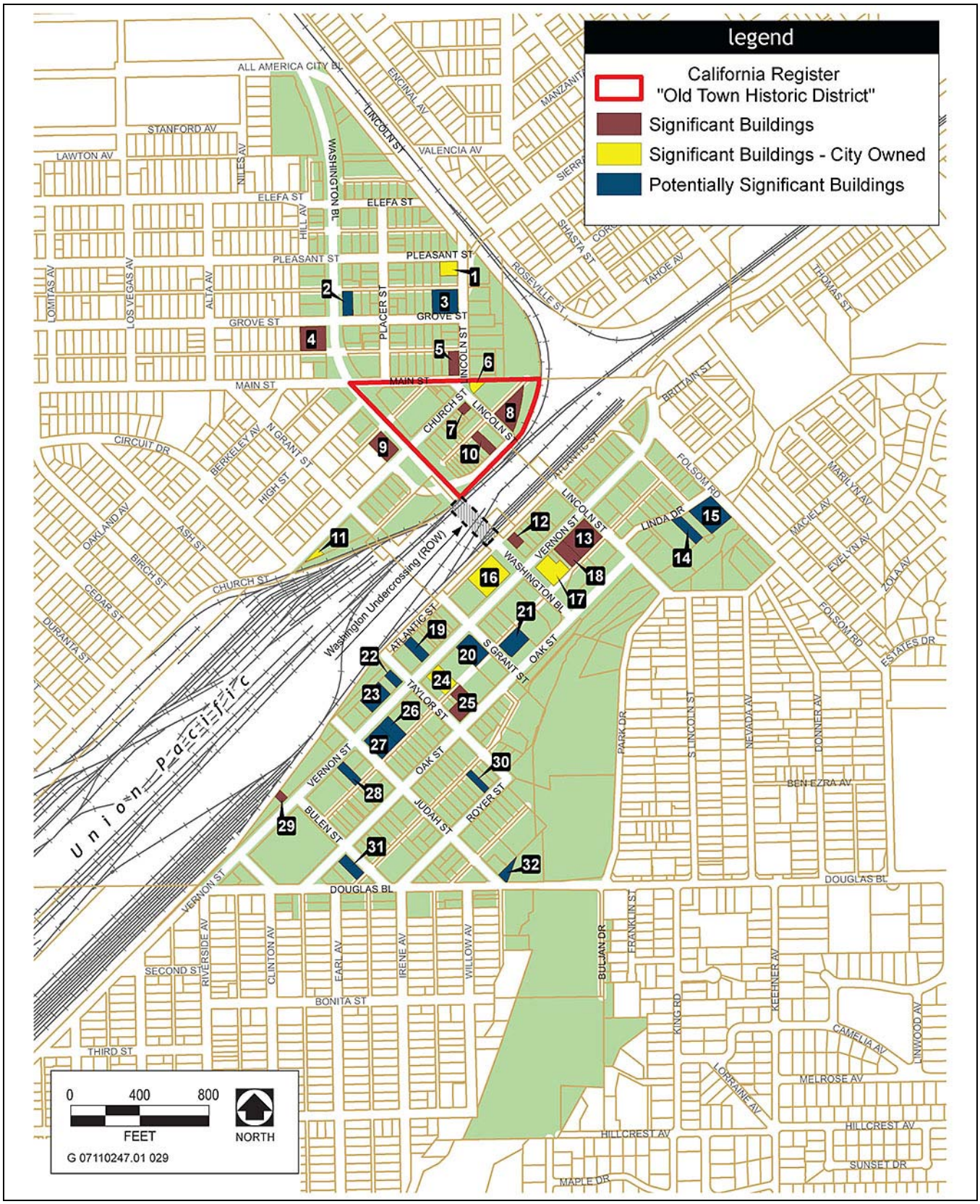
APN = Assessor's Parcel Number
Source: City of Roseville, pers. comm., 2009

Lastly, the City of Roseville identifies specific buildings that would be 45 years or older at buildout of the proposed Specific Plan and that may have historical significance. These historically significant buildings are listed in Table 4.7-5 below and their location is shown in Exhibit 4.7-1.

Table 4.7-5
Buildings 45 Years or Older at Buildout of the Specific Plan Identified as Potentially Having Historical Significance

Map #	Address	APN	Name
2	400 Washington Blvd	011-142-014-000	Post 1963 Building
3	104 Grove Street	011-143-008-000	Post 1963 Building
14	127 Linda Drive	013-101-013-000	Post 1963 Building
15	140 Folsom Road	013-101-021-000	Post 1963 Building
19	424 Vernon Street	013-122-010-000	Post 1963 Building
20	401 Vernon Street	013-123-017-000	Post 1963 Building
21	115 S. Grant Street	013-124-011-000	Post 1963 Building
22	500 Vernon Street	013-121-006-000	Post 1963 Building
23	520 Vernon Street	013-121-002-000	Post 1963 Building
26	521 Vernon Street	013-153-019-000	Post 1963 Building
27	531 Vernon Street	013-153-023-000	Post 1963 Building
28	605 Vernon Street	013-152-012-000	Post 1963 Building
30	508 Royer Street	013-154-003-000	Post 1963 Building
31	701 Oak Street	013-163-005-000	Post 1963 Building
32	323 Judah Street	013-172-014-000	Post 1963 Building

APN = Assessor's Parcel Number
Source: City of Roseville, pers. comm., 2009



Source: City of Roseville, 2008

City Designated Buildings as Historically Significant **Exhibit 4.7-1**

SECTION 4.8, HAZARDS AND HAZARDOUS MATERIALS

Section 4.8.1, "Existing Conditions," is hereby replaced with the following:

The Plan area is a civic planning area located in downtown Roseville. As shown in Exhibit 4.1-1 (see Section 4.1, "Land Use and Planning"), the Plan area contains various industrial, retail/commercial buildings, office buildings, public facilities, residential, vacant lots, and parking lots. The Plan area also contains paved roads, sidewalks, and underground utilities. In addition, the UPRR railyard and rail corridor extends through the middle of the Plan area. As part of the Phase I, Environmental Data Resources, Inc. (EDR) was contacted to produce an environmental risk management database report for the Plan area and within a 1-mile radius around the Plan area. The report compiled information from federal, state, and local environmental databases on properties with known hazardous environmental conditions or properties that handle, transport, use, or store hazardous materials. This database report is included in the Phase I (see Appendix C). While most Phase I investigations are generally performed for property transfer actions, this Phase I was performed in support of the requirements of the CEQA as it applies to the proposed project. Specifically, the Phase I evaluates the hazards and hazardous materials in the Plan Area, determines potential impacts of hazards and hazardous materials related to the proposed project, and identifies potential mitigation measures to reduce negative impacts of hazardous materials during Plan implementation.

Evidence from the Phase I records research, site reconnaissance, and interviews has determined that known Recognized Environmental Conditions (RECs) currently exist, or have historically existed, within the Plan area. The following text summarizes historical and current areas of concern within, or in the immediate vicinity of, the Plan area that were identified in the Phase I.

ENVIRONMENTAL RISKS

This section provides a preliminary summary of the potential constraints associated with properties within and in the nearby vicinity (i.e., ¼ mile) of the Plan area that could cause or contribute to potentially significant hazards and hazardous material impacts. This summary is based on review of environmental risk management database report prepared by Environmental Data Resources (EDR) for the Plan area. The EDR report compiled information from federal, state, and local environmental databases on properties with known hazardous environmental conditions or properties that handle, transport, use, or store hazardous materials.

A material is considered hazardous if it appears on a list of hazardous materials prepared by a federal, state, of local agency, or if it has characteristics defined as hazardous by such agency. A hazardous material is defined in Title 22 Section 66260.10 of the California Code of Regulations as:

> "a substance or combination of substances which, because of its quantity, concentration, or physical, chemical, or infectious characteristics, may either (1) cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible, or incapacitating reversible, illness; or (2) pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported, or disposed of or otherwise managed."

Federal and State laws require detailed planning to ensure that hazardous materials are properly handled, used, stored, and disposed of, and in the event such materials are accidentally released, to prevent or to mitigate injury to health or the environment.

Statewide, the California Environmental Protection Agency (Cal-EPA) Department of Toxic Substances Control (DTSC) has primary regulatory responsibility for management of hazardous materials, with delegation of authority to local jurisdictions that enter into agreements with the State. Local agencies, including the Placer County Environmental Health Division (EHD) and the City of Roseville Fire Department, administer laws and regulations.

Asbestos/Lead-Based Paint

Asbestos and lead-based paint are hazardous materials of potential concern because of their carcinogen (i.e., cancer-causing) and adverse developmental properties. Asbestos is classified as a known human carcinogen by federal, state, and local agencies, and was identified as a Toxic Air Contaminant in 1986 by the State of California Air Resources Board. The use of asbestos in housing materials (e.g., ceiling joints, insulation) was banned in 1977. Lead was used in paint to improve its durability and was commonly used in homes and commercial buildings prior to 1950. The concentrations of lead allowed in household paint were reduced in 1950 and in 1978 the U.S. Consumer Product Safety Commission lowered the legal maximum lead content in most kinds of paint to trace concentrations (i.e., less than 0.06%).

The Plan area consists of approximately 238 structures. Of these structures, all but 14 were constructed prior to 1977 (refer to Tables 4.7-1 and 4.7-2, "Cultural Resources"). Given the age of the structures within the Plan area, there is the possibility that asbestos and/or lead-based paint are present. Prior to any demolition or alteration of these structures, each structure would need to be assessed for the presence of asbestos and lead-based paint by a qualified hazardous materials consultant. Any asbestos and/or lead-based paint that is found would require removal by a licensed abatement contractor in accordance with applicable regulations.

Properties Listed on Agency Databases

Several properties with the boundaries of the Plan area were identified in databases searched as a part of the EDR database report. The databases that identified properties in the Plan area and in the surrounding vicinity are briefly described in Table 4.8-1 below.

Table 4.8-1
Regulatory Agency Databases

Type of Database	Description of Database/Agency
CAL-SITES	Lists known and potential hazardous substance sites. *California Department of Toxic Substances Control*
CHMIRS – California Hazardous Material Incident Report System	Contains information on reported hazardous material incidents (e.g., accidental releases or spills). *California Office of Emergency Services*
CORTESE	Identifies public drinking water wells with detectable levels of contamination, hazardous material substance sites selected for remedial action, sites with underground storage tanks (USTs) having a reportable release, and all solid waste disposal facilities. *California Environmental Protection Agency/Office of Emergency Information*
SWF/LF – Solid Waste Facilities/Landfill Sites	Inventory of solid waste disposal facilities or landfills. *Integrated Waste Management Board's Solid Waste Information System*
WMUDS/SWAT – Waste Management Unit Database System	Tracks and inventories waste management units. *State Water Resources Control Board*
LUST – Leaking Underground Storage Tank Incident Reports	Inventory of reported LUST incidents. *State Water Resources Control Board Leaking Underground Storage Tank Information System*
CA FID – California Facility Inventory Database	Lists active and inactive UST locations. *State Water Resources Control Board.*
HIST UST – Historical UST Registered Database	Lists registered USTs.
FINDS – Federal Index System	Identifies listed facilities and sources for additional information on listed facilities. *U.S. Environmental Protection Agency*
AST – Aboveground Storage Tank	Lists registered ASTs. *State Water Resources Control Board*

Table 4.8-1 Regulatory Agency Databases	
Type of Database	Description of Database/Agency
CA SLIC – California Site Cleanup List	Lists sites that require(d) cleanup activities. *California Regional Water Quality Control Board*
Haznet	Lists sites that submit hazardous waste manifests. *California Department of Toxic Substance Control*
SWEEPS UST	Statewide Environmental Evaluation and Planning System – underground storage tank listing which is no longer maintained or updated. *State Water Resources Control Board*
RCRA-SQG – Resource Conservation and Recovery Act – Small Quantity Generators	Contains information on sites that generate, transport, store, treat, and/or dispose of hazardous as defined by the RCRA. Small quantity generators generate between 100 kilograms (KG) and 1,000 kg of hazardous waste per month. Maintained by Environment, Health, and Safety Online.
CA WDS – Waste Discharge System	Sites which have been issued waste discharge requirements. *State Water Resources Control Board*
CERC-NFRAP – Comprehensive Environmental Response Compensation and Liability Information System – No Further Remedial Action Planned Report	Sites identified by the EPA as abandoned, inactive, or uncontrolled hazardous waste sites that may require cleanup. The NFRAP database contains information pertaining to sites that have been removed from the CERCLIS database. *U.S. Environmental Protection Agency*
Envirostor	Provides detailed information on approximately 5,100 hazardous waste cleanup sites. *California Department of Toxic Substances Control*
SWRCY – Solid Waste and Recycling Facilities	Database of information for solid waste and recycling facilities. *California Integrated Waste Management Board*
Source: City of Roseville, Downtown Roseville Specific Plan Draft EIR, 2008.	

Several properties are listed on multiple agency databases. In many cases, these properties are listed for the same action or incident. For example, a property that stores gasoline onsite may be listed on the HIST UST, LUST, and Haznet databases.

Properties in the Plan Area

Table 4.8-2 below identifies properties within the Plan area listed on agency databases, the listed agency database, the status of the listed action, and EDAW's recommended course of action for additional investigation. As indicated, the majority of the listed properties either have no incidents (releases or contamination) or their cases have been closed. These properties do not represent a potential environmental constraint. However, numerous properties have documented cases of releases and/or contamination which may still be active. The location of each of these properties is shown in Exhibit 4.8-1.

Table 4.8-2
Listed Hazardous Materials Sites in the Plan Area

Property	Business	Agency Database(s)	Status	Recommended Action
800 All America City Blvd	Placer County Fair	Haznet, Placer County master list, CA FID UST, SWEEPS	Permitted disposal of unspecified oil containing waste, and liquids with halogenated organic compounds. Permitted ASTs, one diesel and one gasoline.	No further action
699 Washington Blvd # B-8	Jesus Amaya DDS	Haznet	Permitted disposal of photochemical processing wastes.	No further action
North Roseville CA	Lift Station Sewer Assessment	Hist-UST	Historic registered diesel UST	Research with SWRCB
500 Washington Blvd	Magna Kote	Haznet	Permitted disposal of solvent waste	No further action
510 Washington Street	Ameri Mart / Fast Gas/ Hira's BP	CA FID UST, SWEEPS UST, Haznet, Hist UST, LUST, Cortese	Registered gasoline USTs; gasoline & MTBE release to groundwater; remedial action taken, case is open	Research with SWRCB
1445 Hwy 65 CA	Lincoln Mill Site	WDS	Permitted Waste Discharge Permit for surface water	No further action
121 Church Street	Dan Joseph	Haznet, LUST, CHMIRS	Permitted hazardous waste oil disposal; kerosene release to groundwater, remedial action taken, case is open	Research with SWRCB, DTSC
100 Church Street	No site name	CHMIRS	Incident involving gasoline release on railroad tracks	Research with OES
412 Lincoln Street	Cairney Property	LUST, Cortese, CHMIRS	Gasoline release to groundwater, pollution characterization underway	Research with SWRCB, DTSC, OES
One Market Plaza Rm 1007	Roseville (Caboose Track)	Hist UST	Historic USTs located at the Railroad property	Research with SWRCB
123 Washington Blvd	All American City Vet Hospital	Haznet	Permitted photochemical processing wastes disposal	No further action
911 Washington Blvd Ste 209	Lambert Precision Grinding & Machining	Haznet	Permitted waste oil disposal	No further action
300 Lincoln Street	Raymond Phitts	Haznet	Permitted waste oil disposal	No further action
300 Lincoln Street	Barker Hotel	LUST	Heating oil release to soil, remedial action taken, case closed	No further action
302 Lincoln Street on R.R. tracks	No site name	CHMIRS	Unidentified train reportedly dripping toxic wastes on tracks	Research with OES

Table 4.8-2
Listed Hazardous Materials Sites in the Plan Area

Property	Business	Agency Database(s)	Status	Recommended Action
114 Vernon Street	Roseville Telephone	CA FID UST, SWEEPS UST, Haznet	Permitted USTs	No further action
105 Vernon Street	Placer T.V. Video	SWEEPS UST	Permitted USTs	No further action
99 Vernon Street	Former Tillet Cleaners	SLIC, CERC-NFRAP	PCE release to groundwater; remedial action taken; case is in monitoring stage	Research with SWRCB
97 Vernon Street	RPM Sales Inc.	Haznet, SLIC	Permitted disposal of waste oil; SLIC database states site assessment underway – no more info	Research with SWRCB, DTSC
235 Vernon Street	Masonic Temple Board	Haznet	Permitted hazardous waste oil disposal	No further action
219 Lincoln Street	Roseville Telephone Company	CA FID UST, SWEEPS	One permitted diesel UST	No further action
350 Atlantic Street	Roseville Joint Union High School District	Haznet, SCH, Envirostor	Permitted organic waste disposal	No further action
260 Lincoln Street	Roseville Telephone	CA FID UST, SWEEPS UST	Permitted UST	No further action
341 Church Street	City of Roseville Church Street Redevelopment	Hist UST	Kerosene release to groundwater; case open	Research with SWRCB
113 Circuit Drive	Kerec X-ray recovery systems	Hist UST	Historic permitted UST	Research with SWRCB
50 Lincoln Street	Roseville Plumbing	Hist UST, CA FID UST, SWEEPS UST	Historic permitted UST	Research with SWRCB
316 Vernon Street	City of Roseville	LUST, SWEEPS UST, Cortese	Petroleum product contamination of soil; case closed; Permitted UST, waste oil disposal	No further action
311 Vernon Street	City of Roseville	Haznet, FINDS	Permitted PCB disposal; public water supply monitoring	No further action
107 Sutter Avenue	Robert Mc Grey	Haznet	Permitted disposal of asbestos containing material	No further action
401 Oak Street	City of Roseville	CHMIRS, Haznet, UST	Roofing compound fumes caused evacuation, case closed; chemical spill reported; Permitted disposal of asbestos containing material; registered diesel UST	No further action
112 S. Grant Street	City of Roseville	Haznet	Permitted inorganic solid waste disposal	No further action
417/421 Vernon Street	Tower Theater/ City of Roseville	Haznet	Permitted disposal of asbestos containing material	No further action
415 Vernon Street	City of Roseville	Haznet	Permitted disposal of various hazmat	No further action

Table 4.8-2
Listed Hazardous Materials Sites in the Plan Area

Property	Business	Agency Database(s)	Status	Recommended Action
401 Vernon Street	Delux Cleaners	Haznet, SLIC, RCRA SQG, Finds, CERC-NFRAP, Cleaners	Permitted disposal of various hazmat; PCE release to groundwater; post-remedial phase; case is still open	Research with SWRCB, DTSC
531 Vernon Street	Pacific Fruit Express	RCRA-SQG, Finds	Permitted hazardous waste producer	No further action
200 Atlantic Street	Stan Lukowicz	Haznet	Permitted waste oil disposal	No further action
200 Atlantic Street	Triangle Market	LUST, Cortese, CA FID UST, SWEEPS UST	Gasoline & MTBE release to groundwater; post-remediation phase, case status unknown. Permitted USTs & waste oil disposal	Research with SWRCB, DTSC
7 Taylor Road	D & P Creamery	LUST, Cortese	Gasoline release to soil; remedial action taken, case closed	No further action
634 Vernon Street	Finish Master	Haznet	Permitted solvents disposal	No further action
600 Vernon Street	Bertini's	Haznet	Permitted waste oil disposal	No further action
600 Oak Street	Gregory R Smith DDS	Haznet	Permitted hazardous waste disposal	No further action
730 Vernon Street	H & A Small Engine	Haznet	Permitted waste oil disposal	No further action
725 Vernon Street	Don Barringer	Haznet	Permitted hazardous waste disposal	No further action
801 Vernon Street	Project GO	Haznet	Permitted organic wastes disposal	No further action
Saugstad Park South of Douglas Blvd	Roseville City	WMUDS/SWAT	No info provided	Research with SWRCB
501 Douglas Blvd	Dollar Rent a Car	CA FID UST, SWEEPS UST	Permitted UST	No further action
501 Douglas Blvd	Bobby Williams	Haznet	Permitted hazardous waste disposal	No further action
Saugstad Park	Old Roseville City Landfill	SWF/LF	Historical landfill; no more info	Research with IWMB

Source: City of Roseville, Downtown Roseville Specific Plan Draft EIR, 2008.

Properties In the Vicinity of the Plan Area

Table 4.8-3 identifies properties within the vicinity (i.e., 1 mile) of the Plan area that could result in a recognized environmental condition in the vicinity of the Plan area. The location of each of these properties is also shown in Exhibit 4.8-1.

Table 4.8-3
Listed Hazardous Materials Sites in the Vicinity of the Plan Area

Property	Business	Agency Database(s)	Status	Recommended Action
999 Washington Blvd	ARCO Facility #5534	LUST	Gasoline & MTBE release to soils; case closed	No further action
200 Corporation Yard	Placer County Corporation Yard	Haznet, LUST, Cortese	Oil containing waste disposal under permit; gasoline & MTBE release to groundwater, remedial action taken, case now closed	No further action
Alta Vista Drive	Sierra View C.C.	Haznet, Hist UST, Cortese, LUST	Permitted disposal of organic solids; gasoline release to soil, remedial action taken, case now closed	No further action
Berry Street one mile east of Atlantic Street	Roseville sanitary landfill	WMUDS/SWAT, SWF/LF	Sanitary landfill with no hazmat documented but contains construction, demolition debris; closed status	No further action
750 Atlantic Avenue	Jackpot Food Mart	LUST, Cortese	Remedial action taken for gasoline release to groundwater; case is open	No further action
400 Tahoe Avenue	Sierra ceramics Inc.	RCRA-SQG	Small quantity generator; no violations listed	No further action
100 Tahoe Street	Roseville Telephone	AST, CA FID UST, SWEEPS UST, Hist UST	Two permitted USTs	No further action
128 Britain Street	Zap Termite and Pest Control Company	CERC-NFRAP	Case file archive in 1987	No further action
Circuit Drive	Pacific Bell E/O	RCRA SQG, Finds	Permitted small quantity generator - unspecified	No further action
215 Harding Blvd	Circle K Store #1332	RCRA SQG, Haznet, FINDS, CA FID UST, SWEEPS UST, Hist UST	Gasoline & MTBE release to groundwater; Post remedial monitoring phase; case is open; Permitted USTs, organic waste disposal.	Research with SWRCB, DTSC
711 Church Street	Roseville Rail Yard	AST	Permitted AST	No further action
100 Elm Street	Sal's Garage	Envirostor	Waste oils and solvents released to soil; case status unknown	Research with DTSC

Table 4.8-3
Listed Hazardous Materials Sites in the Vicinity of the Plan Area

Property	Business	Agency Database(s)	Status	Recommended Action
S P –Roseville- Overall Site	S P –Roseville-Overall Site	Cortese, Response, Envirostar, Hist Cal sites	Numerous soil contamination cases open; site-wide risk assessment complete. Remedial Investigation/ Feasibility Study for the Diesel Shop approved by DTSC.	No further action
1139 Douglas Blvd	AM/PM Mini market	LUST, Cortese, Haznet, SWEEPS	Gasoline & MTBE release to groundwater; post-remediation phase, case status unknown. Permitted hazardous waste disposal	Research with SWRCB, DTSC
445-455 Roseville Square	Unocal #4775	LUST	Gasoline & MTBE release to groundwater; post-remediation phase, case status unknown.	Research with SWRCB
109 Ivy Street	Gold Rush Recycling	SWRCY	Permitted recycling facility	No further action
323 Judah Street	Bud's Fabric Care	RCRA-SQG, FINDS, HAZNET, Cleaners	Dry cleaning facility, permitted hazardous waste disposal	No further action
1017 Douglas Blvd	Fill Em Fast	CA FID UST, SWEEPS UST, Hist UST, LUST, Cortese	Permitted USTs. Gasoline & MTBE release to groundwater; remediation phase, case is open	Research with SWRCB, DTSC
1000 Douglas Blvd	Regal Station #510 / Nella Oil #63	Hist UST, CA FID UST	Permitted USTs	No further action
1000 Douglas Blvd	Exxon	Haznet LUST, Cortese, Sweeps UST	Permitted USTs and waste disposal. Gasoline & MTBE release to groundwater; site characterization phase, case is open	Research with SWRCB, DTSC
1080 Douglas Blvd	Texaco	LUST, Cortese	Gasoline & MTBE release to groundwater; remediation complete, case is closed	No further action
108 Riverside Avenue	Rose Liquor and Food	Haznet , LUST	Permitted hazardous waste disposal. Gasoline & MTBE release to groundwater; remediation phase, case is open	Research with SWRCB, DTSC

Table 4.8-3
Listed Hazardous Materials Sites in the Vicinity of the Plan Area

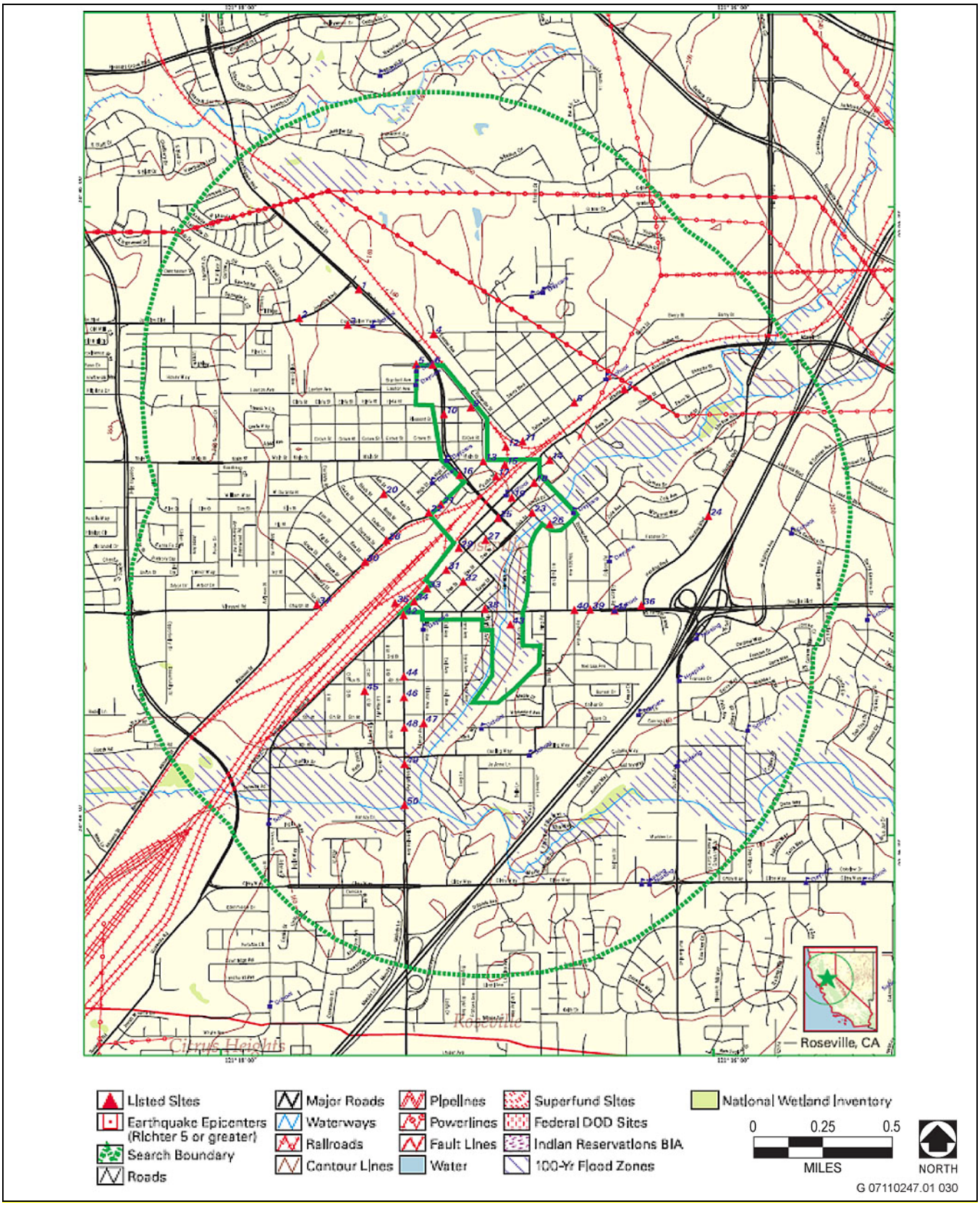
Property	Business	Agency Database(s)	Status	Recommended Action
108 Riverside Avenue	Cheaper #174 Georges Food and Liquor	CA FID UST, SWEEPS UST	Permitted USTs	No further action
324 Riverside Avenue	Neighborly Pest Management Inc	RCRA-SQG, Finds, Hist UST	Permitted hazardous waste producer; historic permitted UST	No further action
320 C Street	Roseville Motor Oil Spill	SCIC	No info; open case	Research with SWRCB
415 Riverside Avenue	J&M Tire And Automotive	Haznet, LUST, SLIC, Cortese	Permitted hazardous waste producer. Diesel release to soil, case status closed; SLIC database says case is open	Research with SWRCB
325 Clinton Avenue	Sierra Graphics Auto Body Inc	RCRA SQG, Finds	Permitted hazardous waste producer	No further action
515 Riverside Avenue	Sunrise Classic Motors	LUST, Cortese, Haznet, SWEEPS	Permitted USTs & hazmat disposal; Diesel release to soil, case status closed	No further action
609B Riverside Avenue	Riverside Beacon	LUST, Cortese	Gasoline & MTBE release to groundwater; remediation phase, case is open	Research with SWRCB, DTSC
609 Riverside Avenue	Sierra Station #13	LUST, CA FID UST	Gasoline release; investigation phase	Research with SWRCB
604 Riverside Avenue	2937 Chevron U.S.A.	LUST, Cortese, SWEEPS	Groundwater contamination with petroleum products and MTBE; preliminary assessment underway. Permitted USTs	Research with SWRCB, DTSC
	Former Roseville Toyota	Haznet, LUST, Cortese	Gasoline release to soil, remedial action taken, case closed; permitted waste oil disposal	Research with SWRCB, DTSC

Source: City of Roseville, Downtown Roseville Specific Plan Draft EIR, 2008.

As shown in Tables 4.8-2 and 4.8-3, based on the records search there are properties in and adjacent to the Plan area that may contain hazardous materials releases and/or contamination which could represent a potential hazardous materials constraint in the Plan area.

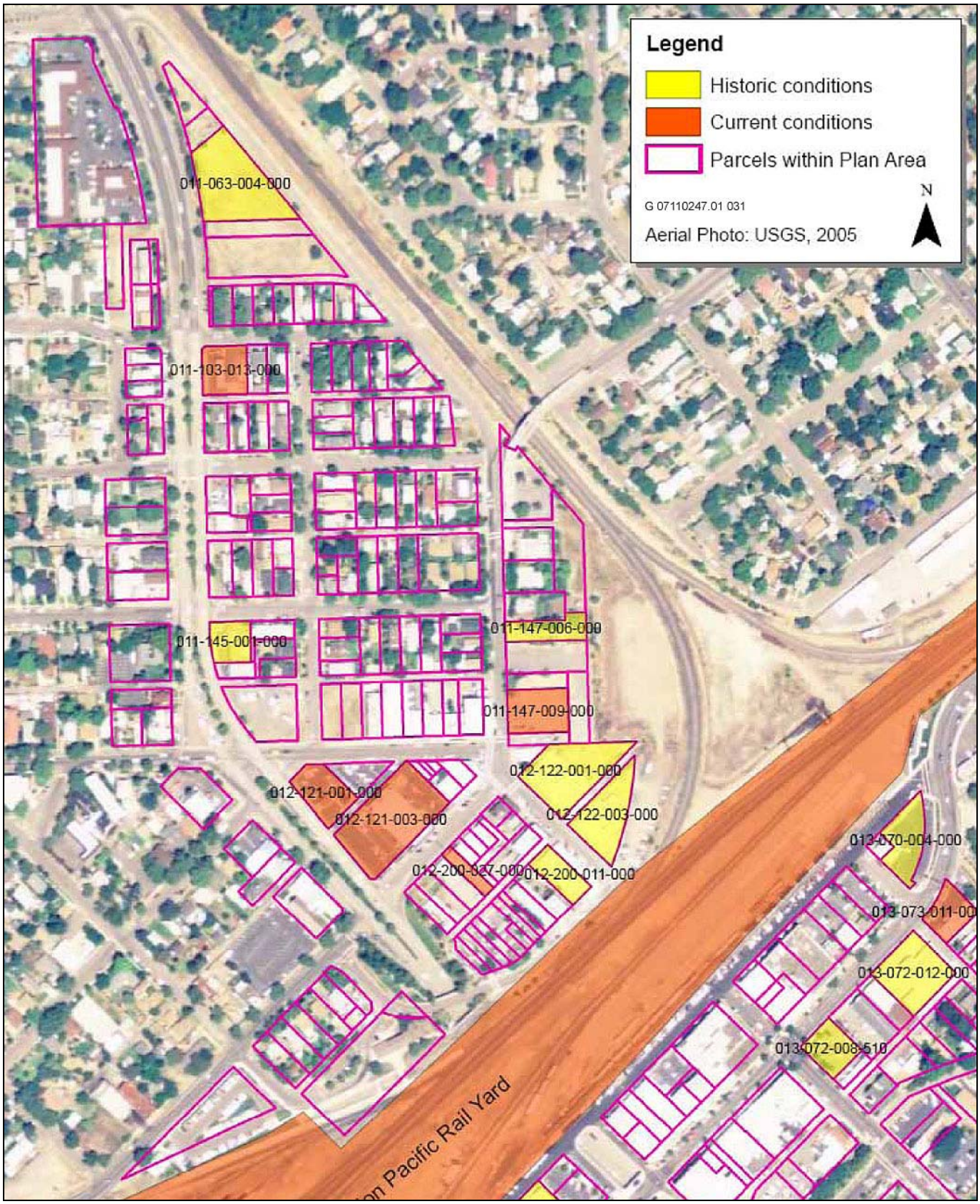
HISTORIC RECOGNIZED ENVIRONMENTAL CONDITIONS

The Plan area contains a mix of industrial, commercial, and residential land uses with at least 100 years of historical usage of hazardous materials, especially in the automotive and railroad industries. Evidence from records research, site reconnaissance, and interviews determined that the Plan area is subject to known recognized environmental conditions including historical and current environmental conditions. Exhibits 4.8-2 and 4.8-3 show the location of specific parcels of concern.



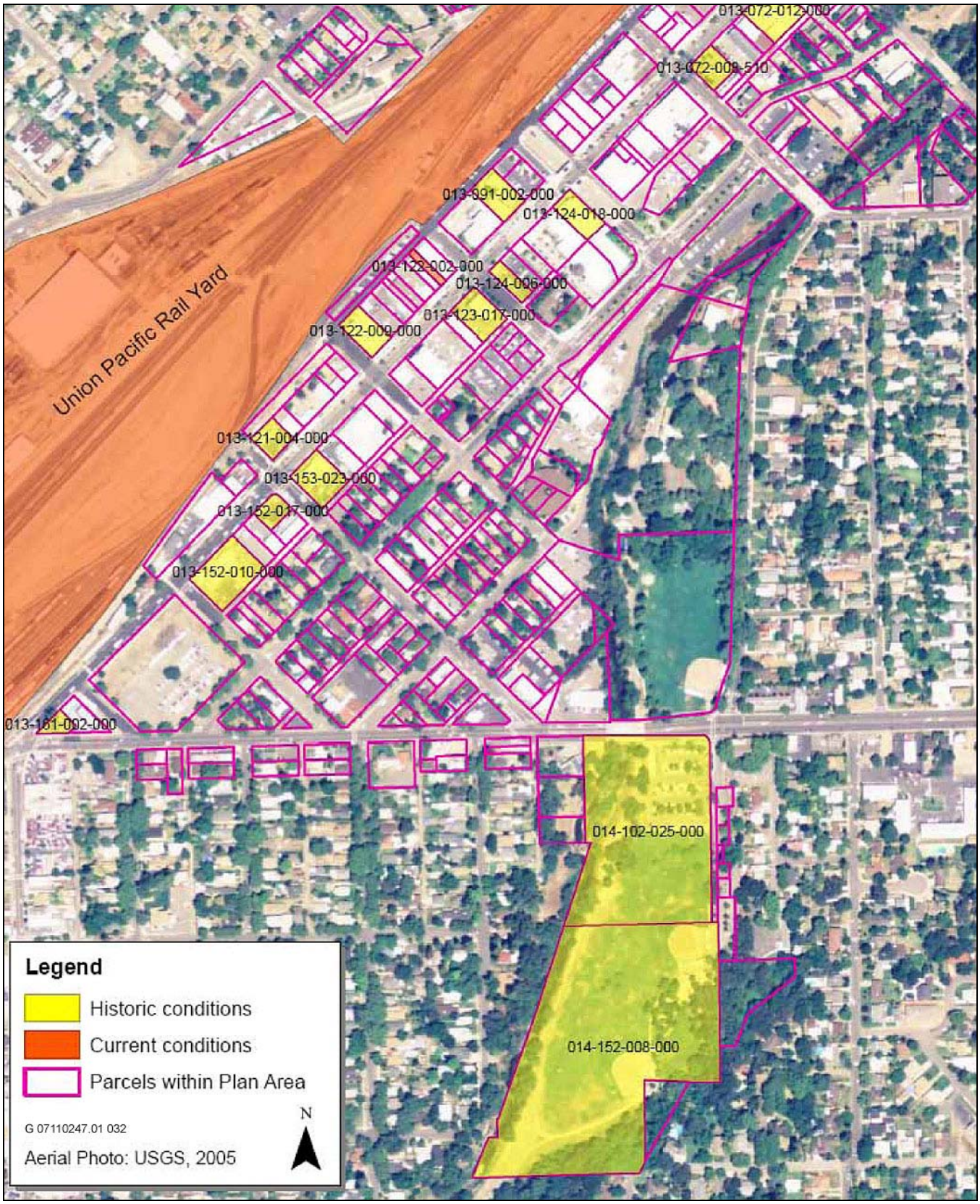
Source is City of Roseville, Downtown Roseville Specific Plan Draft EIR, 2008

Reported Sites from the EDR Area Study **Exhibit 4.8-1**



Source is City of Roseville, Downtown Roseville Specific Plan Draft EIR, 2008

Parcels with Recognized Environmental Conditions within the Plan Area, Part 1 **Exhibit 4.8-2**



Source is City of Roseville, Downtown Roseville Specific Plan Draft EIR, 2008

Parcels with Recognized Environmental Conditions within the Plan Area, Part 2 **Exhibit 4.8-3**

The following list shows the historic recognized environmental conditions found in connection with the Plan area and are shown in Exhibits 4.8-2 and 4.8-3. This following is not intended to be an exhaustive list of historic recognized conditions, but this list does indicate the industrial nature of the Plan area and emphasizes the possibility of encountering additional, unknown fuel USTs and associated petroleum-product contamination.

- 125–129 Vernon Street – Sanborn Co. maps indicate historic gasoline and oil usage/storage associated with automobile servicing
- 316 Vernon Street, City of Roseville – 1 fuel UST, hydraulic lift, buried drums were removed in 2000; stockpiled soils were reported to contain petroleum hydrocarbon and lead contamination, case closed in 2002
- 513–515 Vernon Street – maps indicate historic gasoline and oil usage/storage associated with automobile servicing
- 534 Vernon Street – maps indicate historic gasoline and oil usage/storage associated with automobile servicing
- 625–627 Vernon Street – maps indicate historic gasoline and oil usage/storage associated with automobile servicing
- 803 Vernon Street – maps indicate historic gasoline and oil usage/storage associated with automobile servicing
- 300 Lincoln Street – Barker Hotel, fuel UST removed and petroleum hydrocarbon contamination of soil detected; soils removed in 2004, case closed
- 301 Lincoln Street – fuel UST abandoned in place under permit
- 422 Lincoln Road – maps indicate historic gasoline and oil usage/storage associated with automobile servicing
- 114 Washington Boulevard – maps indicate historic gasoline and oil usage/storage associated with automobile servicing
- 310 Washington Boulevard – 3 fuel USTs and 1 waste oil UST removed in 1990; petroleum hydrocarbons were detected and the pit was over excavated, case closed in 2005
- 340–346 Washington Boulevard – Sanborn Co. maps indicate an historic dry cleaners operation
- 7 Taylor Road, D & P Creamery – gasoline was released to soil, remedial action was taken, and the case was closed

The following list shows current recognized environmental conditions found in connection with the Plan area and are shown in Exhibits 4.8-2 and 4.8-3. This following is not intended to be an exhaustive list of current recognized conditions, but this list does indicate the industrial nature of the Plan area and emphasizes the possibility of encountering additional, unknown fuel USTs and associated petroleum-product contamination.

- 97 Vernon Street, Former Tillet Cleaners – VOC contamination of groundwater, in post-remedial, monitoring stage
- 200 Washington Boulevard – 2 abandoned USTs, status unknown

- 404 Vernon Street, Former Deluxe Dry Cleaners – contamination of groundwater and soil by TCE; remedial action taken, case is still active

- 120 Church Street – removal of 2 heating oil USTs, soil contaminated with kerosene was removed, monitoring status

- 121 Church Street – USTs abandoned-in-place in alley; soil testing proposed,

- 101–108 Church Street / 341 Church Street, City of Roseville – Church St. Redevelopment Project; kerosene release to soil; tank and contaminated soil removed; monitoring status, case is still active

- 510 Washington Boulevard, Beacon Service Station – former A Mart, petroleum hydrocarbons and MTBE contamination; active remediation, RWQCB has required ongoing groundwater monitoring, and the case is still active

- 412 Lincoln Street –- former gasoline fuel station until mid-1960s; 2001 removal permit and removal report for 1 3,000-gal. fuel UST and 2 6,000-gal. buried railcars used as USTs; gasoline & diesel contamination of soil & groundwater, CVRWQCB requested work plan in 2007

HAZARDOUS MATERIAL RELEASE CASES

The following are historical areas of concern within the Plan area identified during research accomplished as part of the Phase I and review of case files and hazardous material inspection reports at the Roseville Fire Department.

- **316 Vernon Street**, parking lot – one fuel underground storage tank (UST), hydraulic lift, and buried drums were removed in 2000; stockpiled soils were reported to contain petroleum hydrocarbon and lead contamination, but subsequently reused offsite; case was closed in 2002.

- **725 Vernon Street**, Rock of Roseville – search for a suspected abandoned UST revealed nothing.

- **310 Washington Street** – three fuel USTs and one waste oil UST were removed in 1990; petroleum hydrocarbons were detected and the pit over-excavated; case was closed in 2005.

- **300 Lincoln Street**, Barker Hotel – a fuel UST was removed and petroleum hydrocarbon contamination of soil was detected; soils were removed in 2004, and the case was closed.

- **301 Lincoln Street** – a fuel UST was abandoned in place under permit.

The following are current areas of concern within the Plan area identified during Phase I records research:

- **404 Vernon Street** – former Deluxe Dry Cleaners operated a leaking sewer that discharged cleaning fluids. Groundwater and soils were contaminated by tetracloroethylene, trichloroethylene (TCE), and chloroform. Two of the City of Roseville's groundwater wells were impacted. Remedial action included ozone injection in 2003. The Central Valley Regional Water Quality Control Board (CVRWQCB) has required additional remediation and ongoing groundwater monitoring, and the case is still active.

- **120 Church Street** – removal of two heating oil USTs identified soil contaminated with kerosene. The contaminated soil was subsequently removed. The status of contamination is being monitored.

- **121 Church Street** – USTs were abandoned in-place in an alley. Soil testing is proposed.

- **510 Washington Boulevard,** Beacon Service Station – gasoline and MTBE released to groundwater from UST in 1991. A dual-phase extraction system was implemented in 2003 and a final remediation plan was filed in 2005. The RWQCB has required ongoing groundwater monitoring, and the case is still active.

- **412 Lincoln Street –** former gasoline fuel station operated until the mid-1960's. In 2001, a permit and report for removal of one 3,000-gallon fuel UST and two 6,000-gallon buried railcars used as USTs was submitted. Soil and groundwater were contaminated by gasoline and diesel. The CVRWQCB requested a workplan in 2007.

- **97 Vernon Street –** former Tillet Cleaners contaminated groundwater with TCE / perchlorethylene (PCE). Currently in post-remedial, monitoring stage.

- **200 Washington Street –** two abandoned USTs, status unknown.

The following are historical areas of concern located outside of the Plan area but could impact developments within the Plan area.

- **108 Riverside Avenue,** Rose Liquor and Food – a use permit was filed for Bill's Phillips Service to operate a 9,000-gallon gasoline UST in 1971; a permit was filed for Triangle, Inc., to install one 10,000-gallon UST in 1974; permits were filed by P & P Building Wrecking, Inc., to abandon two USTs (4,000-gallon and 5,000-gallon) and install a new tank in 1977; permits were filed for Rose Food and Liquor to install three 12,000-gallon USTs and remove two USTs in 1986; an abandoned 550-gallon UST was discovered and a gasoline release detected in 2002 during dispensing system upgrading; WEGE removed the tank and excavated contaminated soils in 2002; the CVRWQCB required additional groundwater sampling; the case is still active.

- **604 Riverside Avenue,** Eskridge's Chevron #9-29-37 – two 10,000-gallon USTs and one 5,000-gallon UST were installed in 1970; one waste-oil UST (unknown size) was removed and replaced with a new UST and contaminated soils were disposed in 1994; 10 gallons of gasoline were released by a car that tore off the dispenser nozzle, and impacted soil was removed; in 1995, three gasoline USTs (unknown size) were removed and replaced with three 12,000-gallon USTs, petroleum-product contaminated soils were found; site investigation was performed in 1995 and a soil vapor extraction system was installed; sparging wells and monitoring wells were installed through 2002; additional subsurface investigations were performed in 2003 and 2004; CVRWQCB has required ongoing groundwater monitoring, and the case is still active.

- **609B Riverside Avenue,** Sierra Station #13 / Riverside Beacon – release of petroleum hydrocarbons to groundwater detected during upgrade inspections in 1998; a site investigation was performed in 2000; groundwater extraction work plan prepared in 2001; additional site characterization and installation of monitoring wells conducted in 2003; CVRWQCB has required ongoing groundwater monitoring and the coordination of monitoring efforts with the remediation occurring at 604 Riverside Avenue.

- **200 to 1600 Vernon Street and 6125 Atkinson Street,** Union Pacific Rail Road Roseville Yard – a permit was filed to remove one waste oil tank at the yard near Vernon Street and 3rd Street in 1986; in 1984, soil and groundwater contamination at North Yard Operable Unit was addressed; from 1984 to 1994, approximately 57,000 cubic yards of petroleum hydrocarbon-impacted soils were excavated for off-site disposal and 1,166,000 gallons of impacted ground water were pumped and treated or disposed of off-site according to the 1993 and 1996 Remedial Action Plans; an additional Remedial Action Plan was approved in 2003 for disposal of an additional 250 cubic yards of impacted soil; in 2002, at Building 7244, approximately 1,000 gallons of diesel fuel were spilled, 200 gallons of free product was removed, contaminated soil was removed; in 2003, a leaking locomotive fuel tank released 250 gallons of diesel fuel, impacted soil was excavated and disposed; the 2003 report by Environmental Resources Management entitled "Phase III Remedial Investigation Interim Data Report and Additional Investigation Recommendations" is intended to coordinate, with Department of Toxic Substances Control (DTSC), remedial investigations and actions at the entire Roseville Yard and determine the extent of petroleum hydrocarbon plume(s); the case is still active.

- **100 Elm Street,** Sal's Garage – waste oil was released to soil in 1991; a Phase II ESA was performed in 1994; remedial action was taken, and the case was closed.

- **200 Atlantic Street,** Brick Paolini Texaco – 1970 use permits for two 5,000-gal. gasoline UST, one 2,000-gallon diesel USTs; 1971 use permits for one 2,000-gallon diesel UST and one 14,000-gallon gasoline UST; 1971 install permit (to Triangle Inc.) for one 4,000-gallon UST; 1984 install permit for three 5,000-gallon USTs (Paul Becker Service Station); 1984 abandon/remove permit for three 5,000-gallon USTs and one 2,000-gallon UST; 1995 use permits for one 5,000-gallon diesel UST, two 5,000-gallon gasoline USTs (all installed 1983).

- **1017 Douglas Boulevard,** Former E-Z Serve #100875 – CVRWQCB requested additional remedial action for gasoline contamination of soil and groundwater.

- **1000 Douglas Boulevard,** Douglas Exxon – petroleum hydrocarbon remediation complete; monitoring status.

Section 4.8.2, "Regulatory Setting," is revised by adding the following discussion after the subsection "City of Roseville General Plan 2020":

CITY OF ROSEVILLE HAZARD MITIGATION PLAN

The City of Roseville developed the *Roseville Hazard Mitigation Plan* (RHMP) in an effort to reduce future loss of life and property resulting from disasters. As part of the RHMP, the Plan includes hazard mitigation intended to reduce or alleviate the loss of life, personal injury, and property damage that could result from a disaster or hazard through long- and short-term strategies. The RHMP identifies human-caused hazard risks associated with the transportation of hazardous materials and potential incidents that could occur from such activities at the Roseville rail yard. Specifically, the HMP includes mitigation initiatives as part of the mitigation strategy which provides the City's blueprint for reducing potential losses associated with a risk. The following mitigation initiatives are intended to reduce or avoid long-term vulnerabilities identified with human-caused hazards which could include activities related to transporting hazardous materials at the Roseville rail yard.

- **HC-3:** Enhance emergency response capability of City by contingency planning for specific events based on identified vulnerabilities.

- **HC-4:** Seek to establish appropriate staffing levels of public safety personnel to address vulnerabilities identified.

- **HC-5:** Prepare a site-specific vulnerability assessment of City- owned critical facilities that use the best available science and technology with regards human-caused hazards.

- **HC-6:** Develop and enhance a Continuity of Operations Plan (COOP) specific to human-caused hazards.

Section 4.8.3, "Environmental Impacts," is revised as follows:

THRESHOLDS OF SIGNIFICANCE

The proposed project would cause a significant impact related to hazardous materials and public health if it would:

- create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;

- create a significant hazard to the public or the environment through the reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;

- emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;

- be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment;
- result in a safety hazard for people residing or working in the Plan area, for projects within an airport land use plan or within two miles of a public airport;
- impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan;
- expose construction workers to hazardous materials that would create health risks during construction; or
- create a health or potential health hazard.

Activities associated with the Specific Plan, along with future land uses in the Plan area, would not have the potential to impair or physically interfere with implementation of the *Roseville Hazard Mitigation Plan.* Mitigation initiatives identified in the RHMP are intended to reduce or avoid long-term vulnerabilities and hazards throughout the City of Roseville and are not specific to the Downtown Roseville area (see Section 4.8.2, "Regulatory Setting"). Mitigation initiatives of the RHMP would continue to be applied throughout the City of Roseville, including the Plan area, with implementation of the proposed project. This issue will not be discussed further in this DEIR.

SECTION 4.10, AIR QUALITY

Exhibit 4.10-1, on page 4.10-11, is hereby revised as follows:

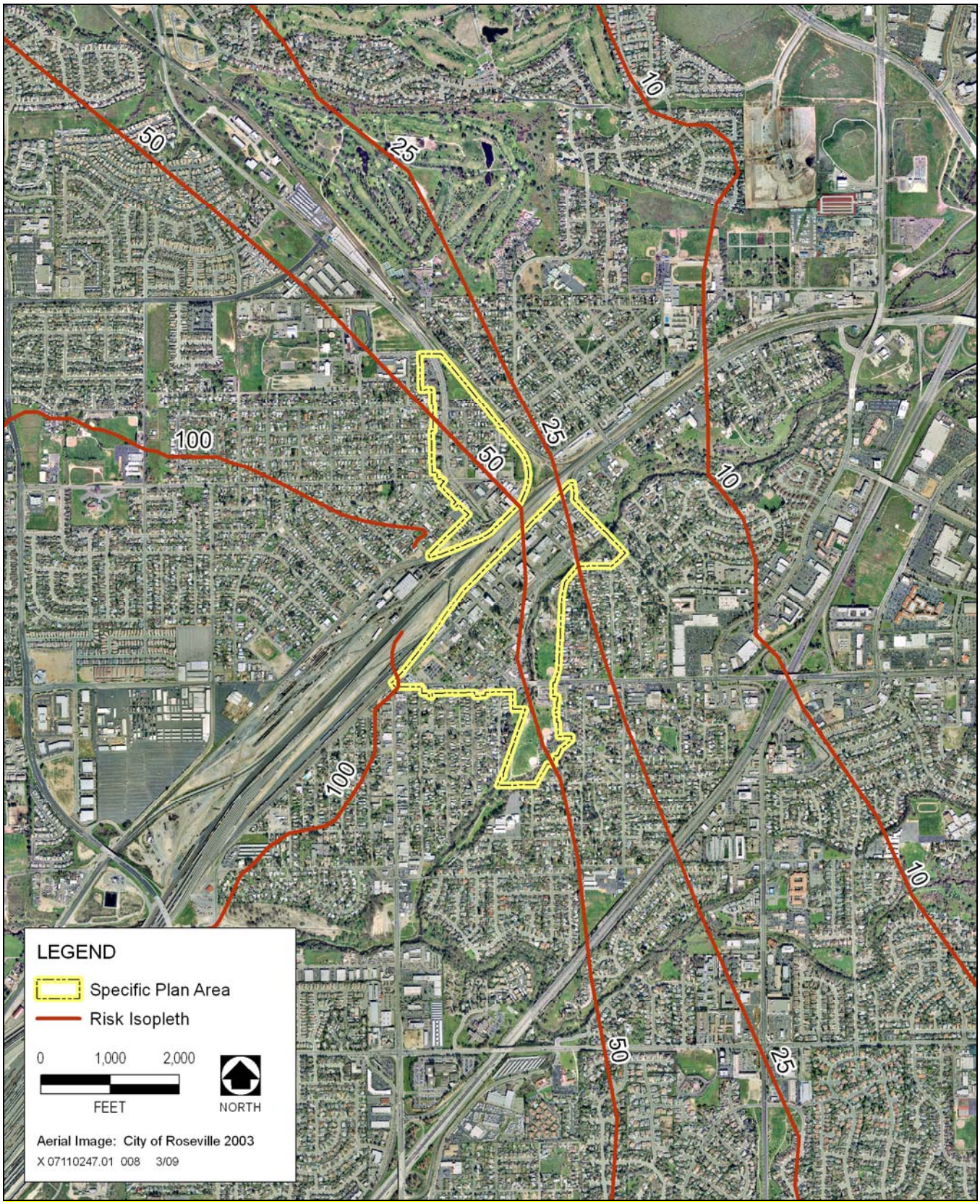
In response to comments received from the Placer County Air Pollution Control District (PCAPCD), Exhibit 4.10-1: 2003 Estimated Cancer Risk Contours (excess cases per one million people), has been revised to include the 100 in million risk isopleths as shown on the following page.

Table 4.10-4 is revised as follows:

Table 4.10-4
Summary of Modeled Long- Term Project-Generated, Operation-Related Emissions

Source	Emissions- pounds per day (lb/day)			
	ROG	NO_X	PM_{10}	$PM_{2.5}$[1]
Project Operational[2] Emissions				
Area Sources	270.69	42.18	173.47	166.97
Mobile Sources	436.78	637.39	752.27	146.98
Total Unmitigated at 20-Year Buildout (Assuming 2009~~1990~~ Emission Levels)	707.5	679.6	925.7	314.0
PCAPCD Significance Threshold:	82	82	82	-

[1] PCAPCD has not adopted a significance threshold for $PM_{2.5}$, however the emissions are included for disclosure purposes.
Refer to Appendix F for detailed assumptions and modeling output files.
[2] For modeling purposes, emissions were estimated using 2009 as the first year of full project operation, even though the project would not become fully operational for over a period of twenty years. The earliest phases of the project were conservatively estimated to become operational in the year 2009. However, mobile-source emission factors at full project buildout would be lower due to more stringent vehicle emissions standards and assumed vehicle fleet turnover. Areas source emissions would also be lower, as the table does not reflect energy-efficient construction and appliances.
Source: Data modeled by EDAW 2008.



Source: Placer County Air Pollution Control District, *Roseville Rail Yard Study*, 2004

2003 Estimated Cancer Risk Contours (excess cases per one million people) **Exhibit 4.10-1**

Fourth paragraph on page 4.10-16 under section "Placer County Air Pollution Control District" is revised as follows:

In July of 1997, the EPA promulgated a new 8-hour ozone standard. This change lowered the standard for ambient ozone from 0.12 ppm averaged over one hour to 0.08 ppm averaged over eight hours. In general, the 8-hour standard is more protective of public health and more stringent than the 1-hour standard. The promulgation of this standard prompted new designations and nonattainment classifications in June 2004, and resulted in the revocation of the 1-hour standard in June 2005. The region has been designated as a nonattainment (~~serious~~severe) area for the national (8-hour) ozone standard with an attainment deadline of ~~June 2013~~2018.

Third bullet at top of page 4.10-26 is revised as follows:

- Long-term operation-related emissions of ROG and NO_X exceed the PCAPCD-recommended cumulative mass emissions threshold of 10 lb/day ~~(applicable during summer months only)~~.

Impact 4.10-2 statement on page 4.10-28, is revised as follows:

IMPACT 4.10-2 Generation of Long-Term Operation-Related (Regional) Emissions of Criteria Air Pollutants and Ozone Precursors. *Operation-related activities would result in project-generated emissions of ROG, NO_X or PM_{10} that exceed PCAPCD's significance threshold of 82 lb/day. Project-generated operation-related emissions of ROG and NO_X would also exceed PCAPCD's recommended cumulative ~~summertime~~ threshold of 10 lb/day In addition, the proposed project would require a General Plan amendment to allow for development of desired land uses in downtown Roseville. Thus, project-generated, operation-related emissions of criteria air pollutants and precursors could violate or contribute substantially to an existing or projected air quality violation, expose sensitive receptors to substantial pollutant concentrations and/or conflict with air quality planning efforts. As a result, this impact is considered* ***significant****.*

Fourth paragraph on page 4.10-29 under Impact 4.10-2 is revised as follows:

Based on the modeling conducted, operation-related activities would result in project-generated emissions of ROG, NO_X and PM_{10} that exceed PCAPCD's applicable thresholds of 82 lb/day. Consequently, project-generated operation-related emissions of ROG and NO_X would also exceed PCAPCD's recommended ~~summertime~~ cumulative significance threshold of 10 lb/day. In addition, PCAPCD relies, to a certain degree; on land use designations contained in general plan documents applicable to its jurisdiction. PCAPCD refers to the contents of approved general plans in order to forecast, inventory, and allocate regional emissions from land use and development-related sources. These emissions budgets are used in statewide air quality attainment planning efforts. Because the proposed project would require a general plan amendment to allow for development of the desired land uses in downtown Roseville, emissions that would be associated with the new land use types would not already be accounted for in regional air quality planning efforts. Thus, project-generated, operation-related emissions could violate or contribute substantially to an existing or projected air quality violation and result in a cumulatively considerable net increase of criteria pollutants, especially considering the nonattainment status of the Placer County portion of the SVAB, expose sensitive receptors to substantial pollutant concentrations, and/or conflict with air quality planning efforts. As a result, this would be a significant impact.

Mitigation Measure 4.10-2 on page 4.10-36 is revised as follows:

The following is a list of mitigation measures developed by PCAPCD to reduce long-term operational impacts to local and regional air quality. Due to the severe nonattainment designation in western Placer County for federal standards, all projects should implement those measures that are logical and feasible.

1. Exceed California Title 24 2008 energy efficiency standards by a minimum of 10%~~requirements~~. Areas of Title 24 to be exceeded (e.g., insulation, appliances, and fixtures) shall be determined by the applicant and the City.

2. All truck loading and unloading docks shall be equipped with one 110/208-volt power outlet for every two-dock door. Diesel trucks shall be prohibited from idling more than five minutes and must be required to connect to the 110/208-volt power to run any auxiliary equipment. Signage shall be provided.

3. Install a gas outlet in all outdoor recreational fire pits, and permanently installed cooking appliances.

4. Only natural gas fireplace appliances are permitted. Where propane or natural gas service is not available, only EPA Phase II certified wood-burning devices shall be allowed in single-family residences. The emission potential from each residence shall not exceed 7.5 grams per hour. Wood-burning or Pellet appliances shall not be permitted in multi-family developments.

5. Where feasible, install solar electric generation systems. Recommend participation in Roseville Electric incentive programs for energy-efficient development.

SECTION 4.11, NOISE

Pages 4.11-26 and 4.11-29 are hereby revised as follows:

Mitigation Measure 4.11-3: Long-Term Operational Stationary Source Noise Levels:

Project applicant(s) for industrial and commercial/office land uses shall implement the following measures to reduce exposure of sensitive receptors to excessive noise levels from future stationary sources.

1. Industrial and Commercial/Office Land Uses. Where these land uses adjoin common property lines with noise-sensitive uses, the following mitigation measures shall be incorporated into the project design to reduce noise exposure from future stationary sources.

    a. During project review the City's Planning Department shall determine if the proposed use would likely generate noise levels adversely affecting the adjacent noise-sensitive uses. If a proposed project has the potential to generate or expose noise-sensitive uses to noise levels exceeding the City of Roseville noise standards (Tables 4.11-4 through 4.11-6) or result in a substantial (3 dB or greater) permanent increase in ambient noise levels, the project applicant shall prepare a site-specific acoustical analysis. The acoustical analysis shall be conducted in accordance with the City of Roseville General Plan requirements shown in Table 4.11-5.

    b. Loading and unloading areas shall be located so that commercial buildings shield nearby residential land uses from noise generated by loading dock and delivery activities. If necessary, additional sound barriers shall be constructed on the commercial sites to protect nearby noise-sensitive uses.

    c. Loading dock activity and delivery truck activity at the commercial uses developed on the project site shall only occur during the daytime hours of 7 a.m. to 10 p.m., in order to prevent evening and nighttime sleep disturbance at nearby residential land uses.

    d. All commercial HVAC machinery shall be located within mechanical equipment rooms wherever possible. Equipment manufacturer's specifications for venting and access to outside air shall be maintained.

    e. Localized noise barriers or rooftop parapets shall be constructed around the HVAC, cooling towers, and mechanical equipment so that line-of-site to the noise source from the property line of the noise-sensitive

receptors is blocked. Equipment manufacturer's specifications for venting and access to outside air shall be maintained.

f. Property maintenance activities at commercial and office uses shall be restricted to daytime hours between 8 a.m. and 9 p.m.

g. The owner or developer of any mixed-use building containing residential units shall provide written notice to all future residents, occupants, and users that the surrounding area may be subject to levels of noise associated with commercial uses at higher levels than would be expected in residential areas.

SECTION 4.12, HYDROLOGY AND WATER QUALITY

Bulleted list on page 4.12-1 is hereby revised as follows:

- Downtown Specific Plan Hydraulic Study (RFB Consulting 2008),
- Dry Creek Coordinated Resource Management Plan. (ECORP Consulting, Inc. 2003),
- Dry Creek Bank Erosion Management Plan (Swanson Hydrology & Geomorphology 2003),
- Dry Creek Greenway Regional Vision (Foothill 2004), ~~and~~
- Royer / Saugstad Park Master Plan Update (Carducci & Associates, Inc. 2007)~~.~~,
- Biological Resources Assessment, Downtown Vernon Street and Historic Old Town Specific Plan, Roseville, Placer County, California (Downtown Solutions, February 28, 2007).

Second paragraph on page 4.12-15 is hereby revised as follows:

Royer and Saugstad Park Improvements: The proposed pedestrian bridge and grand staircase, in combination with relocation of the Ice House Bridge and construction of a bike path (see Figure 6 in Appendix D), would not increase 100-year flood water surface elevations in Royer Park or upstream. However, the favorable results are based on bridge alignments different than those presented in the Specific Plan. Specifically, the HEC-RAS model was revised based on new information gathered in the field and from aerial surveys. Consideration of other alignments and configurations other than those shown as part of the RBF analysis for the two bridges will require additional hydraulic review. Proposed relocation of the Library Bridge in combination with development of the amphitheater would not affect water surface elevations.

SECTION 5.4, GLOBAL CLIMATE CHANGE

Last paragraph on page 5-20 is hereby revised as follows:

Although neither the ARB nor any air district in California, including the PCAPCD, has identified a significance threshold for analyzing GHG emissions generated by a proposed project or a methodology for analyzing air quality impacts related to global warming, California has identified goals to reduce GHG emissions to 1990 levels by the year 2020 with adoption of AB 32. To meet AB 32 goals, California would need to generate lower levels of GHG emissions than current levels, while accommodating 30 years of population and economic growth in the state. In addition, by adoption of SB 97 California has committed to developing and adopting CEQA Guidelines to assist local jurisdictions in their assessment. Because no standards have yet been adopted, it is recognized that for most projects there is no simple metric available to determine if a single project would substantially increase or decrease overall GHG emission levels (e.g., help or hinder meeting the AB 32 emission goals). ~~In addition, at this time AB 32 only applies to stationary source emissions.~~ For the purposes of this analysis and absent guidance from State and local agencies, the City has chosen the following approach to analyzing GHG emissions in the context of CEQA: 1) quantify the mass of GHG emissions associated with the proposed project using recommended and widely accepted calculation tools available at this time of writing, 2) if the project would result in a substantial increase in GHG emissions, then the impact would be considered significant, and 3) implement

3 REFERENCES

City of Roseville. 2008. *Draft Downtown Roseville Specific Plan*. April 4, 2008.

California Air Pollution Control Officers Association. 2008 (January). CEQA and Climate Change: Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act. Available at: http://www.capcoa.org/ceqa/CAPCOA%20White%20Paper%20-%20CEQA%20and%20Climate%20Change.pdf.

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RBF Consulting. 2008. *Downtown Specific Plan Hydraulic Study*. January 2008. Prepared for City of Roseville.

4 REPORT PREPARATION

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