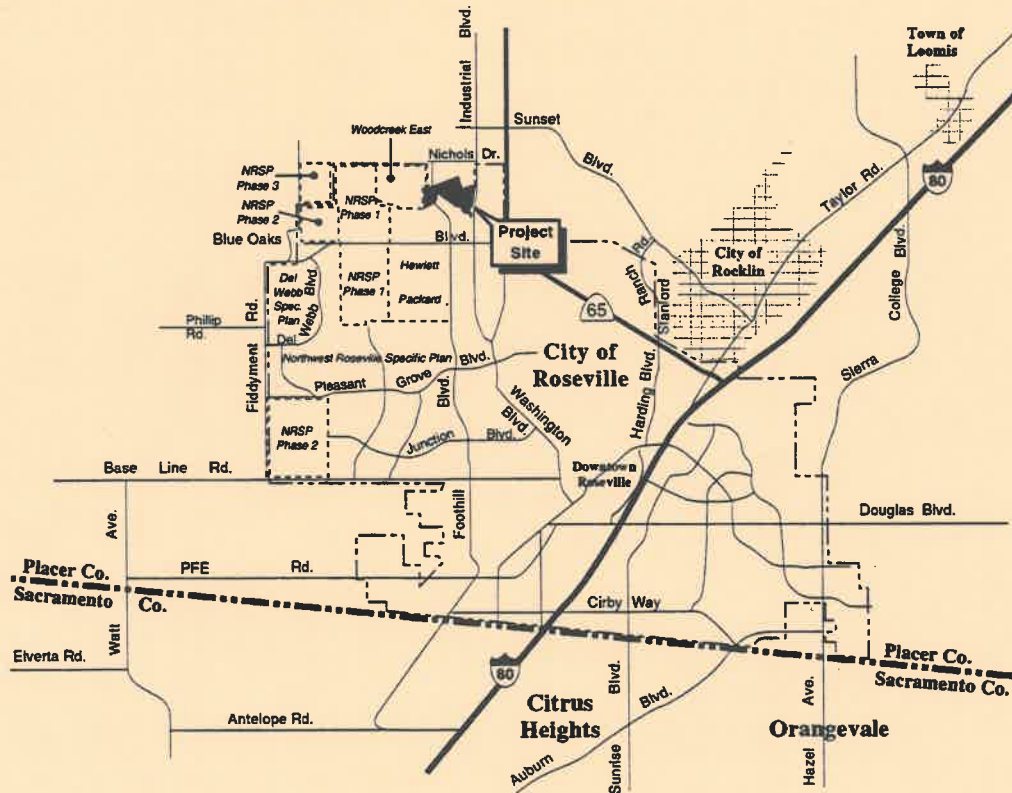


Foothills Business Park Annexation

Draft Environmental Impact Report

SCH #2000022007



PREPARED FOR THE
City of Roseville
Planning Department



PREPARED BY
EIP
ASSOCIATES

June 2000

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Prepared for:

City of Roseville Planning Department

Prepared by:

EIP Associates
Sacramento, California

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1. INTRODUCTION

1.0 INTRODUCTION

1.1 PURPOSE OF THE DRAFT ENVIRONMENTAL IMPACT REPORT

This Draft Environmental Impact Report (DEIR) has been prepared for the City of Roseville, pursuant to the California Environmental Quality Act (CEQA) of 1970 (as amended), which is acting as lead agency for the preparation of environmental documentation for the Foothills Business Park Annexation project.

The proposed project is located in Placer County, California. A portion of the project site is under County jurisdiction, but is within the City of Roseville's Sphere of Influence. The project applicant is seeking to annex this portion of the project site to the City of Roseville. The annexation area is within Placer County's Sunset Industrial Area Plan in an area designated as the Nicholas/Duluth area and is currently designated for industrial uses. The remaining portion of the project site is already within City limits.

The proposed project includes 92 acres of land proposed for annexation into the City of Roseville (annexation area), and 32 acres of land within the City limits that is contiguous with the annexation area (contiguous parcels). The annexation area and contiguous parcels together comprise the project area of 124 acres. The project area is proposed to be designated primarily for industrial development (approximately 72 acres); however, approximately 43 acres is proposed for open space, 5 acres is proposed to be designated for a municipal water tank site and roadways would comprise 4 acres. The specific components of the proposed project are described in Chapter 3, Project Description.

This DEIR evaluates the direct, indirect, and cumulative impacts of the planning, construction, and operation of the proposed project using the most current information. This EIR also serves as the basis for the environmental review of subsequent approvals such as tentative maps, Design Review Permits, Tree Permits and public improvements.

This EIR will be used for the approvals identified in Chapter 3.0, Project Description.

Geographic boundaries of the proposed project site will be referred to as the project site throughout this document, except as otherwise noted. The 92-acre portion of the project site to be annexed to the City is referred to as the "annexation area." The 32-acre portion of the site already in the City is referred to as the "contiguous parcels."

1.2 SCOPE OF THE EIR

This DEIR evaluates the existing environmental resources within the project site, analyzes potential impacts on those resources due to implementation of the proposed project, and identifies mitigation measures to reduce significant impacts. The effects analyzed span several subject areas, including land use, aesthetics and visual resources, biological resources, flooding and drainage, traffic and circulation, air quality, noise, and public services and utilities. The evaluation of these effects is presented on a resource-by-resource basis in Chapter 4, Environmental Analysis, in Sections 4.1 through 4.9. Each section is divided into three parts: Environmental Setting, Regulatory Setting, and Impacts and Mitigation Measures. In addition to these discussions in each section, those impacts that cannot be mitigated to a level that is less than significant (and are therefore considered significant unavoidable adverse impacts) are discussed separately in Chapter 5.4.

The Initial Study prepared for the Notice of Preparation (NOP) (see Appendix A) determined that either a less-than-significant impact or no impact would occur in the following issues areas: population, employment and housing, geology and soils, mineral resources, recreation and cultural resources. Therefore, these issues will not be further analyzed in the EIR.

Other CEQA-related issues, such as cumulative and growth-inducing impacts resulting from implementation of the proposed project, are analyzed in Chapters 5.2 and 5.3 respectively. In addition, six alternatives, which include a No Project/No Development alternative, a No Project/No Action Reduced Intensity alternative, South of Creek Only alternative, Offsite alternative, and the Connection of Foothills Boulevard West of Duluth Avenue alternative, are analyzed in this DEIR. These alternatives, and others considered and eliminated before detailed analysis, are discussed in Chapter 6, Project Alternatives.

1.3 CEQA PROCESS

As provided in the CEQA Guidelines, public agencies are charged with the duty to avoid or minimize significant environmental damage where feasible. In discharging this duty, the public agency has an obligation to balance a variety of public objectives, including economic, environmental and social issues. The EIR is basically an informational document that informs public agency decision makers and the general public of the significant environmental effects of a proposed project. An EIR must identify possible means to minimize the significant effects and describe reasonable alternatives to the project. The lead agency, in this case the City of Roseville, is required to consider the information in the EIR along with any other available information in making its decision. In addition, LAFCO will use the EIR as a responsible agency for annexation of the project site to the City.

The basic informational requirements for an EIR include discussions of the environmental setting, environmental impact, mitigation measures, alternatives, significant irreversible changes, growth-inducing impacts and cumulative impacts.

The Notice of Preparation (NOP) for this DEIR was released February 1, 2000. Copies of the NOP and comment letters received are included in Appendix A. This DEIR and all documents referenced therein are available for public review at the City of Roseville Planning Department, 316 Vernon Street #104. The distribution list for this DEIR is contained in Appendix B.

Public hearings regarding the information contained in this DEIR will be held during the 45-day public comment period. This DEIR was publically circulated on June 14, 2000 for a 45-day period of public review and comment, ending on July 28, 2000.

Comments received during the comment period and the public hearings will be addressed in the Final EIR (FEIR). The FEIR will be reviewed by the Roseville City Council for certification in accordance with CEQA and the City's Guidelines. Written findings of fact for each significant environmental impact identified in the EIR will be prepared by the lead agency to:

- Determine if the proposed project has been changed to avoid or substantially reduce the magnitude of the impact;
- Find that changes to the proposed project are within another agency's jurisdiction, and such changes have been or should be adopted; and
- Find that specific economic, social, or other considerations make mitigation measures or proposed project alternatives infeasible.

The findings of fact prepared by the lead agency must be based on substantial evidence in the administrative record and must include an explanation that bridges the gap between evidence in the record and the conclusions required by CEQA.

Based on these findings, the lead agency will also prepare a Statement of Overriding Considerations (Statement) as part of the project approval process. If the decision-making body elects to proceed with a project that would have significant impacts, then a statement explaining the decision to balance the benefits of the project against unavoidable environmental impacts must be prepared.

1.4 LEVELS OF SIGNIFICANCE

Section 15382 of the CEQA Guidelines define a significant effect on the environment as "a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic and aesthetic significance" (CEQA Guidelines, 2000). Definitions of significance vary with the physical conditions affected, and the setting in which the change occurs. The CEQA Guidelines set forth physical impacts that trigger the requirement to make "mandatory findings of significance" (CEQA Guidelines, 2000).

For all environmental issues, specific standards of significance are identified.

Where the "substantial" effect of an impact is not so identified in the CEQA Guidelines, criteria for evaluating the significance of potential impacts were identified and transmitted to the City of Roseville for review. Where explicit quantification of significance is identified, such as a violation of an ambient air quality standard, this quantity is used to assess the level of significance of a particular impact in this DEIR.

For less easily quantifiable impacts, events or occurrences that would be regarded as significant or potentially significant were identified. For example, growth-inducing impacts would be identified as significant if the project results in a level, rate, or character of growth that (among other criteria) exceeds capacity of existing infrastructure and services to adequately support it. A criterion for determining the level of significance of the loss of a particular habitat would be that habitat's importance to rare or endangered species and/or whether the habitat itself has become depleted within the region.

This assessment of levels of significance promotes consistent evaluation of impacts for all alternatives considered.

1.5 HOW TO USE THIS REPORT

This report includes six principal parts, Summary of Impacts and Mitigation Measures, Project Description, Environmental Analysis (Setting, Impacts, and Mitigation Measures), Other CEQA Considerations, Project Alternatives, and Appendices.

The **Summary of Impacts and Mitigation Measures** presents an overview of the results and conclusions of the environmental evaluation. This section identifies project impacts and available mitigation measures for use by the City in reviewing the project and establishing conditions under which the project may be developed.

The **Project Description** includes a discussion of the location of the project site and proposed plans for development of the this area.

The **Environmental Analysis** includes a topic-by-topic analysis of impacts that would or could result from implementation of the proposed project. The results of field visits, data collection and review and agency contacts are presented in the text.

Other CEQA Considerations includes a discussion of issues required by CEQA: unavoidable adverse impacts, irreversible environmental changes, growth inducement, and cumulative impacts.

The **Project Alternatives** section includes an assessment of alternative methods for accomplishing the basic objectives of the proposed project. This assessment, required under CEQA, must provide adequate information for decision makers to make a reasonable choice between alternatives based on the environmental aspects of the proposed project and alternatives.

The **Appendices** contain a number of reference items providing support and documentation of the analysis performed for this report.

2. SUMMARY OF ENVIRONMENTAL EFFECTS

2.0 SUMMARY OF ENVIRONMENTAL EFFECTS

2.1 OVERVIEW OF THE PROPOSED PROJECT

This DEIR evaluates the environmental impacts associated with the proposed project located in an unincorporated area of Placer County within the City of Roseville's Sphere of Influence (SOI) and within the City of Roseville.

The total project site encompasses approximately 124 acres and includes 92 acres of land proposed for annexation into the City of Roseville (annexation area) and 32 acres of land within the City limits that are contiguous with the annexation area (contiguous parcels). The annexation area is proposed for annexation to the City of Roseville, as well as General Plan designations and zoning. A portion of the contiguous parcels would be rezoned and all will be incorporated into the project Development Agreement. The project area will be designated primarily for industrial development (72 acres); however, 43 acres will be set aside for open space, 5 acres will be designated for a municipal water tank site and roadways will comprise 4 acres.

This summary provides an overview of the analysis contained in Chapter 4, Environmental Analysis. This summary also includes discussions of: (a) effects found to be less than significant; (b) potential areas of controversy; (c) significant impacts; (d) mitigation measures to avoid or reduce identified significant impacts; (e) unavoidable significant impacts; and (f) alternatives to the proposed project. Table 2-1 summarizes the analysis contained in Chapter 4, Environmental Analysis.

2.2 EFFECTS FOUND TO BE LESS THAN SIGNIFICANT

The City of Roseville released a Notice of Preparation (NOP) and Initial Study (IS) for the proposed project on February 1, 2000, for a thirty day public review period. A full copy of the NOP/IS can be found in Appendix A. Comment letters received in response to the NOP/IS can be found in Appendix B.

The NOP/IS determined that no significant unmitigatable impacts would occur in the following issue areas:

- Mineral Resources,
- Population, Employment, and Housing,
- Geology/Soils,
- Cultural Resources, and
- Recreation.

The following specific impacts in the NOP/IS were found to be less than significant (in some cases after mitigation) and were not evaluated in this EIR:

- Conversion of prime agricultural land,
- Violation of water quality standards,
- Alteration of existing drainage pattern,
- Increase traffic hazards due to design features,
- Exposure of people to wildland fires,
- Substantially impact schools or parks,
- Adversely impact a landfill,
- Impacts on solid waste facilities,
- Impacts associated with airports,
- Creation of light and glare,
- Impacts on cultural resources, and
- Impacts on recreation.

As shown in Table 2-1, a number of project impacts identified in the EIR were found to be less than significant, requiring no mitigation. These impacts include the following: compatibility with land uses in adjacent unincorporated areas of Placer County and City of Roseville; consistency with adopted plans and policies; consistency with Placer County LAFCO guidelines and policies; interference with the movement of resident and migratory wildlife species; potential conflict with a proposed City of Roseville Habitat Conservation Plan; increase in the rate of stormwater runoff; increase in on-site and off-site water surface elevations; degraded water quality; contribute to an increase in traffic volumes on State highways; increase of traffic volumes on Placer County roadways, City of Rocklin roadways, and Sutter County roadways; increase demand for transit service; carbon monoxide concentrations at intersections during project operations; exposure of residents to stationary source pollutants or odors; exposure of future adjacent residences to operational noise, or to groundborne noise or vibrations; increased demand for water treatment and conveyance; increased demand on wastewater collection system and the wastewater treatment plant; increased demand on electrical services; and increased potential for accidental release or spill of hazardous materials.

In the course of drafting the EIR for this project, it was determined that numerous other identified impacts could be reduced to a less-than-significant level with implementation of the proposed mitigation measures which are described herein.

2.3 ENVIRONMENTAL IMPACTS AND MITIGATION

Under CEQA, a significant effect on the environment is defined as a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. Implementation of the proposed project would result in significant impacts on some of these resources.

This EIR discusses mitigation measures that could be implemented by the City and/or the project applicant to reduce potential adverse impacts to a level that is considered less than significant. Such

mitigation measures are noted in this report and are related to the following issues: loss of vernal pools, seasonal wetlands and other jurisdictional waters of the U.S.; potential disturbance of Swainson's hawk and other legally-protected bird species; potential loss of sensitive biological resources due to off-site infrastructure; increase of traffic volumes on City of Roseville roadways; increased demand for transit services; increased demand for water supply; increased demand on fire protection services; and exposure to existing or unknown hazards related to past uses within or adjacent to the project area. The project applicant has worked with the City to anticipate and mitigate potential adverse environmental effects of the proposed project; these are identified in the sections which discuss each resource area. If an impact is determined to be significant or potentially significant, applicable mitigation measures are identified as appropriate. These mitigation measures are also summarized in Table 2-1. Residual significance indicates the level of significance remaining after implementation of the mitigation measures. An impact which remains significant after mitigation is considered an unavoidable adverse impact of the proposed project. The mitigation measures presented in the EIR will form the basis of the Mitigation Monitoring Plan (MMP).

2.4 ALTERNATIVES TO THE PROPOSED PROJECT

The alternatives to the proposed NRSP analyzed in this Draft EIR are:

- **Alternative 1, No Project/No Development**, which assumes that the existing onsite conditions would remain;
- **Alternative 2, No Project/No Action**, which assumes that the annexation area would not be annexed to the City, and the site developed as designated under the Sunset Industrial Area Plan;
- **Alternative 3, Reduced Intensity**, which reduces the size of the project by approximately 40 percent;
- **Alternative 4, South of Creek Only**, which assumes that the parcels north of Pleasant Grove Creek are not developed;
- **Alternative 5, Offsite**, which assumes that the same type and level of development proposed in the project occurs elsewhere in a portion of the North Roseville Industrial Area.
- **Alternative 6, Connection of Foothills Boulevard West of Duluth Avenue**, which assumes that the extension of Foothills Boulevard follows the alignment shown in the County's Sunset Industrial Area Plan (or an alternative alignment along the eastern edge of the recently approved Woodcreek East development) rather than the City's General Plan.

2.5 POTENTIAL AREAS OF CONCERN OR UNRESOLVED ISSUES

The major areas of potential controversy identified through the environmental evaluation process stem from the following:

- increased commercial traffic between the Sunset Industrial Area in the county and the City of Roseville North Industrial Area;
- exposure of existing or planned residential development within one mile of odor-producing sources;
- downstream flooding issues;
- impacts to existing sensitive habitat areas, particularly vernal wetland resources;
- the feasibility of the extension of Foothills Boulevard;
- water supply issues; and
- cumulative loss of biological resources.

The issues that are pertinent to this analysis are discussed within Sections 4.1 through 4.9.

2.6 UNAVOIDABLE ADVERSE EFFECTS

The project applicant has worked with the City to anticipate and mitigate potential adverse environmental effects of the proposed project; where applicable compliance with appropriate City standards and policies are used to mitigate potential impacts. A series of mitigation measures are noted when more than one mitigation measure may be required to reduce the impact to a level that is less than significant. Residual significance indicates the remaining levels of significance after implementation of mitigation measures. When an impact is considered less than significant no mitigation is required, therefore no reference to residual significance is necessary. An impact which remains significant after mitigation is considered an unavoidable adverse impact of the project. Implementation of the proposed project would result in the following unavoidable adverse impacts, which would remain significant or potentially significant after mitigation:

- loss of annual grassland habitat;
- loss of special-status vernal pool plant species;
- loss of federally-listed vernal pool crustaceans;
- conversion of undeveloped landscape to urban development;
- short-term construction-related air pollutant emissions;
- operational air pollutant emissions;
- and inconsistency with Air Quality Attainment Plans.

SUMMARY TABLE

Information in the following table, Table 2-1, Summary of Impacts and Mitigation Measures, has been organized to correspond with environmental issues discussed in Chapter 4. The summary table is arranged in four columns:

- 1) Environmental impacts ("Impact"),

- 2) Level of significance without mitigation ("Significance"),
- 3) Mitigation measures ("Mitigation Measure"),
- 4) The level of significance after implementation of mitigation measures ("Residual Significance").

A series of mitigation measures are noted where more than one mitigation measure may be required to reduce the impact to a less-than-significant level. The EIR assumes that applicable City General Plan Policies and Improvement Standards would be implemented, so they are not identified as mitigation measures.

**TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
4.1 Land Use			
4.1-1 Incompatibility with land uses in adjacent unincorporated areas of Placer County.	LS	None required.	N/A
4.1-2 Inconsistency with Placer County LAFCO guidelines and policies.	LS	None required.	N/A
4.1-3 Inconsistency with City and County adopted plans and policies.	LS	None required.	N/A
4.1-4 Incompatibility with adjacent land uses in the City of Roseville.	LS	None required.	N/A
4.2 Flooding and Drainage			
4.2-1 Increase in the rate of stormwater runoff.	LS	None required.	N/A
4.2-2 Increase in on-site and off-site water surface elevations.	LS	None required.	N/A
4.2-3 Construction and occupancy of the proposed project could result in degraded water quality.	LS	None required.	N/A
4.3 Biological Resources			
4.3-1 Loss of vernal pools, seasonal wetlands and other jurisdictional waters of the U.S.	S	Mitigation Measure 4.3-1 (Purchase credits in an approved wetland mitigation fund or other mitigation required by the 404 permit to ensure no net loss of wetlands.)	LS
4.3-2 Loss of annual grassland habitat.	S	None available.	SU
4.3-3 Substantial interference with the movement of resident and migratory wildlife species.	LS	None required.	N/A

LS = Less than Significant
 STS = Short-Term Significant
 N/A = Not Applicable

P = Potentially Significant
 STSU = Short-Term Significant and Unavoidable

S = Significant
 PSU = Potentially Significant and Unavoidable
 SU = Significant and Unavoidable

**TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
4.3-4 Loss of special-status vernal pool plant species occurring in vernal pools.	PS	Mitigation Measure 4.3-1 (Purchase credits in an approved wetland mitigation fund or other mitigation required by the 404 permit to ensure no net loss of wetlands.) Mitigation Measure 4.3-2 (Pre-construction surveys).	PSU
4.3-5 Loss of federally-listed vernal pool crustaceans.	PS	Mitigation Measure 4.3-1 (Purchase credits in an approved wetland mitigation fund or other mitigation required by the 404 permit to ensure no net loss of wetlands.) Mitigation Measure 4.3-2 (Pre-construction surveys).	PSU
4.3-6 Potential disturbance of Swainson's hawk and other legally-protected bird species.	S	Mitigation Measure 4.3-3 (Conduct pre-construction nest surveys and implement appropriate restrictions.)	LS
4.3-7 Potential conflict with a proposed City of Roseville Habitat Conservation Plan.	LS	None required.	LS
4.3-8 Potential loss of sensitive biological resources due to off-site infrastructure.	S	Mitigation Measure 4.3-4 (Perform pre-construction surveys and provide for no net loss of biological resources.)	LS
4.4 Aesthetics and Visual Resources			
4.4-1 Conversion of undeveloped landscape to urban development.	S	None available.	SU
4.5 Traffic			
4.5-1 The proposed project would increase traffic volumes on City of Roseville roadways and result in unacceptable operating conditions (LOS "D") at the intersection of Foothills Boulevard Blue Oaks.	S	Mitigation Measure 4.5-1 (Update the CIP to include improvements to Blue Oaks Boulevard/Foothills Boulevard)	LS
4.5-2 The proposed project would contribute to an increase in traffic volumes on State highways.	LS	None required.	N/A
4.5-3 The proposed project would increase traffic volumes on Placer County roadways.	LS	None required.	N/A

LS = Less than Significant
 STS = Short-Term Significant
 N/A = Not Applicable

P = Potentially Significant
 STSU = Short-Term Significant and Unavoidable

S = Significant
 PSU = Potentially Significant and Unavoidable
 SU = Significant and Unavoidable

**TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
4.5-4 The proposed project would increase traffic volumes on City of Rocklin roadways.	LS	None required.	N/A
4.5-5 The proposed project would increase traffic volumes on Sutter County roadways.	LS	None required.	N/A
4.5-6 The proposed project would increase demand for transit service (both bus and light rail).	S	Mitigation Measure 4.5-2 (Update Long-Range Transit Master Plan.)	LS
4.5-7 The proposed project would increase demand for transportation-related bicycle trips.	LS	None required.	N/A
4.6 Air Quality			
4.6-1 Short-term construction-related air pollutant emissions.	STS	Mitigation Measure 4.6-1 (Prepare a Construction Control Emissions Plan.)	STSU
4.6-2 Operational air pollutant emissions.	S	Mitigation Measure 4.6-2(Prepare and implement a Transportation System Management plan)	SU
4.6-3 Carbon monoxide concentrations at intersections during project operations.	LS	None required.	N/A
4.6-4 Exposure of residents to stationary source pollutants or odors.	LS	None required.	N/A
4.6-5 Inconsistency with Air Quality Attainment Plans.	S	Mitigation Measure 4.6-2 Prepare and implement a Transportation System Management plan)	SU
4.7 Noise			
4.7-1 Temporary increases in noise levels due to earthmoving and general construction activities.	LS	None required.	N/A
4.7-2 Exposure of future adjacent residences to operational noise.	LS	None required.	N/A

LS = Less than Significant
STS = Short-Term Significant
N/A = Not Applicable

P = Potentially Significant
STSU = Short-Term Significant and Unavoidable

S = Significant
SU = Significant and Unavoidable
PSU = Potentially Significant and Unavoidable

2. Summary of Impacts and Mitigation Measures

**TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
4.7-3 Exposure of future adjacent residences to groundborne noise or vibrations.	LS	None required.	N/A
4.8 Public Services and Utilities			
4.8-1 Increased demand of domestic water used in the City.	PS	Depending on which water purveyor serves the site, the applicant shall do one of the following: <u>Option 1 (PCWA through PCWA Infrastructure)</u> and <u>Option 2 (PCWA through City infrastructure)</u> 4.8-1: [Obtain water supply from PCWA out of the 35,500 af American River allocation under compliance of PCWA's Purveyor Specific Agreement]; <u>Option 3 (SJWD)</u> 4.8-2: [Obtain water supply from SJWD out of the 25,000 af from the PCWA contract. The use of this supply would require dry year offsets through the use of groundwater supplies as outlined in SJWD's Purveyor Specific Agreement.]	LS
4.8-2 Increased demand for water treatment and conveyance.	LS	None required.	N/A
4.8-3 Increased demand on wastewater collection system.	LS	None required.	N/A
4.8-4 Increased demand on the wastewater treatment plant.	LS	None required.	N/A
4.8-5 Increased demand for police protection services.	LS	None required	N/A
4.8-6 Increased demand on fire protection services.	PS	Mitigation Measure 4.8-3 (comply with City's Fire Flow Standards)	LS
4.8-7 Increased demand on electrical services.	LS	None required.	N/A

LS = Less than Significant
 STS = Short-Term Significant
 N/A = Not Applicable

P = Potentially Significant
 STSU = Short-Term Significant and Unavoidable

S = Significant
 PSU = Potentially Significant and Unavoidable
 SU = Significant and Unavoidable

**TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
4.9 Hazardous Materials			
4.9-1 Increased potential for accidental release or spill of hazardous materials.	LS	None required.	N/A
4.9-2 Existing or unknown hazards related to past uses within or adjacent to the project area.	PS	4.9-1 (Remediate site hazards, if discovered.)	LS

LS = Less than Significant
 STS = Short-Term Significant
 N/A = Not Applicable

P = Potentially Significant
 STSU = Short-Term Significant and Unavoidable

S = Significant
 PSU = Potentially Significant and Unavoidable
 SU = Significant and Unavoidable

3. PROJECT DESCRIPTION

3.0 PROJECT DESCRIPTION

3.1 INTRODUCTION

This Draft EIR evaluates the environmental effects of the proposed Foothills Business Park Annexation project (proposed project). The subject property includes 92 acres of land proposed for annexation into the City of Roseville (annexation area), and 32 acres of land within the City limits that is contiguous with the annexation area (contiguous parcels). The annexation area and contiguous parcels together comprise the project area of 124 acres. All 124 acres are currently designated for industrial use by either the city or county. The project area is proposed to remain designated primarily for industrial development (approximately 72 acres). Approximately 43 acres is proposed for open space, 5 acres is proposed to be designated for a municipal water tank site and roadways would comprise 4 acres. These proposed land uses are shown, by acreage, in Table 3-1, for both the annexation area and the contiguous parcels. The specific components of the proposed project are described in detail below and evaluated in Chapter 4, Environmental Analysis.

Land Use	Annexation Area (acres)	Contiguous Parcels	Total Acres
Industrial	64	8	72
Open Space	19	24	43
Roads	4	-	4
Water Tank	5	-	5
Total:	92	32	124

Note:
1. All acreages are rounded figures.
SOURCE: EIP Associates, 2000.

The contiguous parcels are already located in the City of Roseville and do not require annexation. All of the contiguous parcels totaling 32 acres are currently designated Light Industrial in the City's General Plan and entitled with Light Industrial (M1) zoning. The light industrial land use designation of the contiguous parcels was evaluated during preparation of the General Plan EIR (1992), and included in the City's traffic model and infrastructure plans. This EIR uses the

assumptions of the General Plan EIR including the Light Industrial designation of the contiguous parcels, as the baseline for its environmental analysis.

This project changes the land use designation of 24 acres of the contiguous parcels from Light Industrial to Open Space. In addition, the project includes the extension of Foothills Boulevard, construction of a bike trail and water line through the contiguous parcel's open space, and the project changes the domestic water service to the contiguous parcel north of Pleasant Grove Creek from City service to PCWA service. This EIR comprehensively evaluates the project's proposed land use and zoning changes for the contiguous parcels together with the land use changes associated with the annexation, and the improvements described for both areas. This comprehensive analysis is referred to as the "with project" condition.

3.2 PROJECT LOCATION

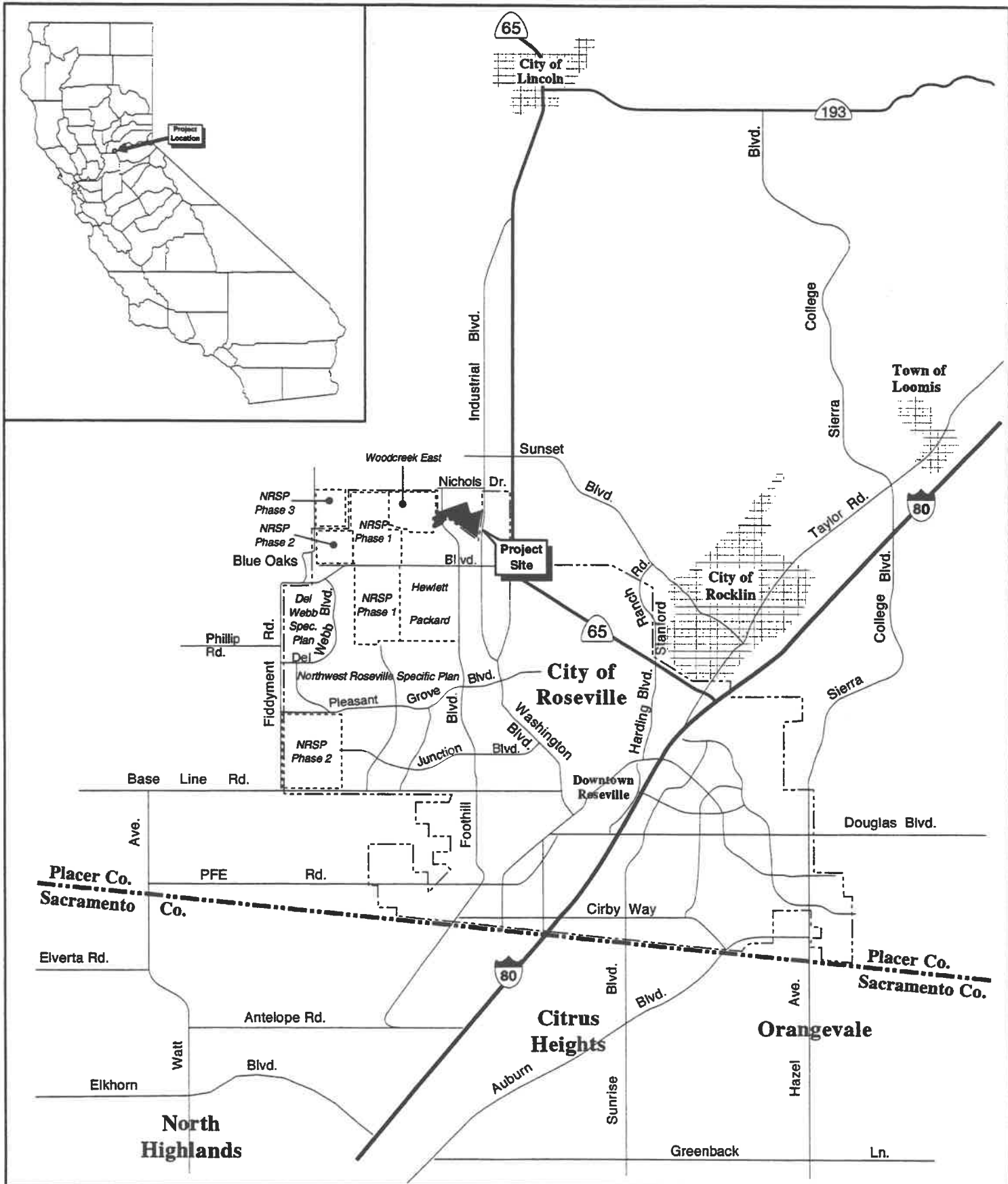
The proposed project is located in the City of Roseville and Placer County, California (see Figure 3-1). The project site is situated approximately five miles west of Interstate 80 (I-80). State Route (SR) 65 provides access from the northwest and intersects I-80 in Roseville. The project site is approximately one half mile north and west of the Blue Oaks interchange on SR 65. The annexation area is located within the Sunset Industrial Area just north of the City of Roseville. Union Pacific Railroad tracks border the eastern portion of the annexation area, and Foothills Boulevard is located west of the annexation area. The contiguous parcels are located west of the annexation area (see Figure 3-2).

3.3 STUDY AREA CHARACTERISTICS

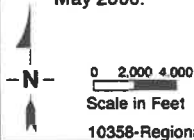
The project site, which includes the annexation area and the contiguous parcels lies in a developing industrial area in western Placer County. The site is bounded by the recently-approved Woodcreek East project to the west, developed industrial parcels and vacant industrial lands historically used for grazing to the north, and industrial uses and vacant industrial parcels to the south and east. The annexation area is currently within the unincorporated area of Placer County, but is within the City of Roseville's Sphere of Influence (SOI). The annexation area is currently located within the County's Sunset Industrial Area and is designated and zoned for light industrial development by the County.

The land formation within the project site is generally composed of rolling topography. The average site surface elevation of the project site is approximately 110 feet above mean sea level (msl). The project site is characterized with native and nonnative annual grasslands, and oak trees. Pleasant Grove Creek transects the northern portion of the site. Wetlands, which are comprised of vernal pools, seasonal marsh and intermittent drainages, exist on the site.

Complete descriptions of the characteristics of the project site can be found in Chapter 4 of this DEIR for the particular resource or subject area of interest.



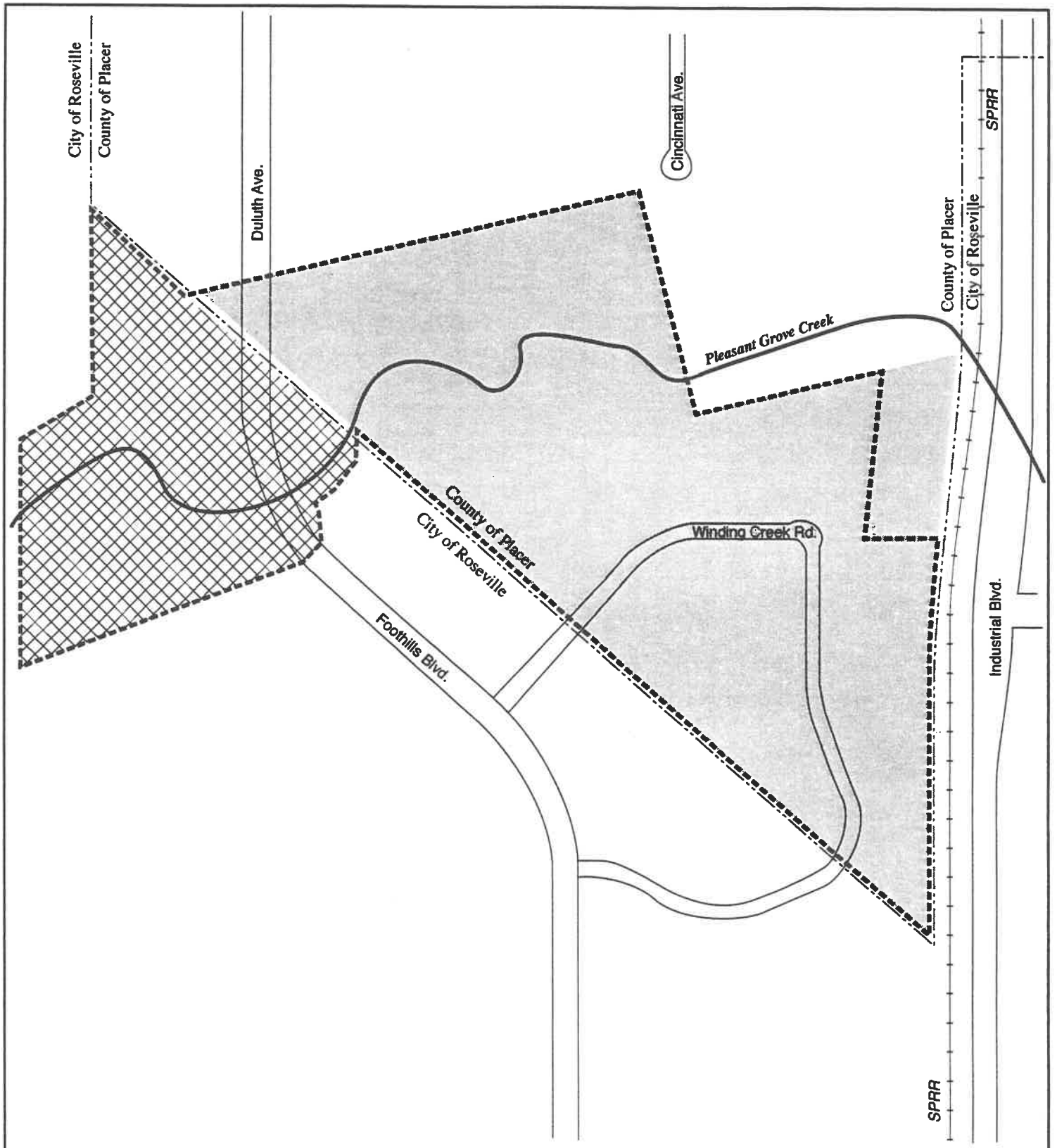
SOURCE:
EIP Associates,
May 2000.



- Project Site
- Specific Plan Boundaries
- Roseville City Limits



Figure 3-1
Project Site



10358 Site



- · — · — Roseville City Limits
- - - - - Area Subject to Development Agreement
- Annexation Area
- ▣ Contiguous Parcels



SOURCE: EIP Associates, May 2000.

Figure 3-2

Annexation Area and Contiguous Parcels

Surrounding Land Uses

Existing uses in proximity to the project site consist of light industrial development to the southwest and developed and undeveloped industrial land to the north and east. Residential developments have been approved, completed or are under construction in the vicinity of the project site (within the City of Roseville). The closest residential property is located directly west of the project site in a recently approved project, Woodcreek East. Farther to the west, residential areas are located in the North Roseville Specific Plan area. Commercial and industrial development is located south and east of the project site, within the City's North Roseville Industrial Area. Projects in this area include NEC and Hewlett-Packard facilities, and the Albertsons Distribution Center.

Placer County land to the north of the project site is primarily vacant grassland, which is designated for industrial uses under the Sunset Industrial Area Plan in an area designated as the Nicholas/Duluth area. Some industrial facilities also exist north of the project site.

3.4 PROJECT OBJECTIVES

The objectives of the proposed project are to:

- Provide additional employment opportunities within the City.
- Augment the City's current amount of land designated for industrial uses to offset recent conversions of industrial land to other designations.
- Increase economic activity and value in the City by providing additional industrial land.
- Provide access, infrastructure and municipal services to the site in an efficient manner for purposes of development.
- Provide a link in the City's bikeway and open space system along Pleasant Grove Creek.

3.5 REQUIRED PERMITS AND APPROVALS

City Approvals

The Foothills Business Park Annexation is a request of the Stanford Ranch Corporation to annex approximately 92 acres of land currently in unincorporated Placer County into the City of Roseville, as shown in Figure 3-2. In addition, the landowner is proposing to modify land use and zoning of approximately 32 acres of land currently in City limits (contiguous parcels). The project site (both the annexation area and the contiguous parcels) includes approximately 93 acres of land owned by Stanford Ranch, approximately 26 acres of land owned by Pacific Gas & Electric (PG&E) and approximately 5 acres of land owned by the City of Roseville. With the exception of the property owned by the City, the remaining project area will be subject to the project Development Agreement. Stanford Ranch is also proposing a Tentative Subdivision Map

to subdivide most of the PG&E and Stanford Ranch property, as shown in Figure 3-3. The multiple entitlements necessary for the proposed project are described below:

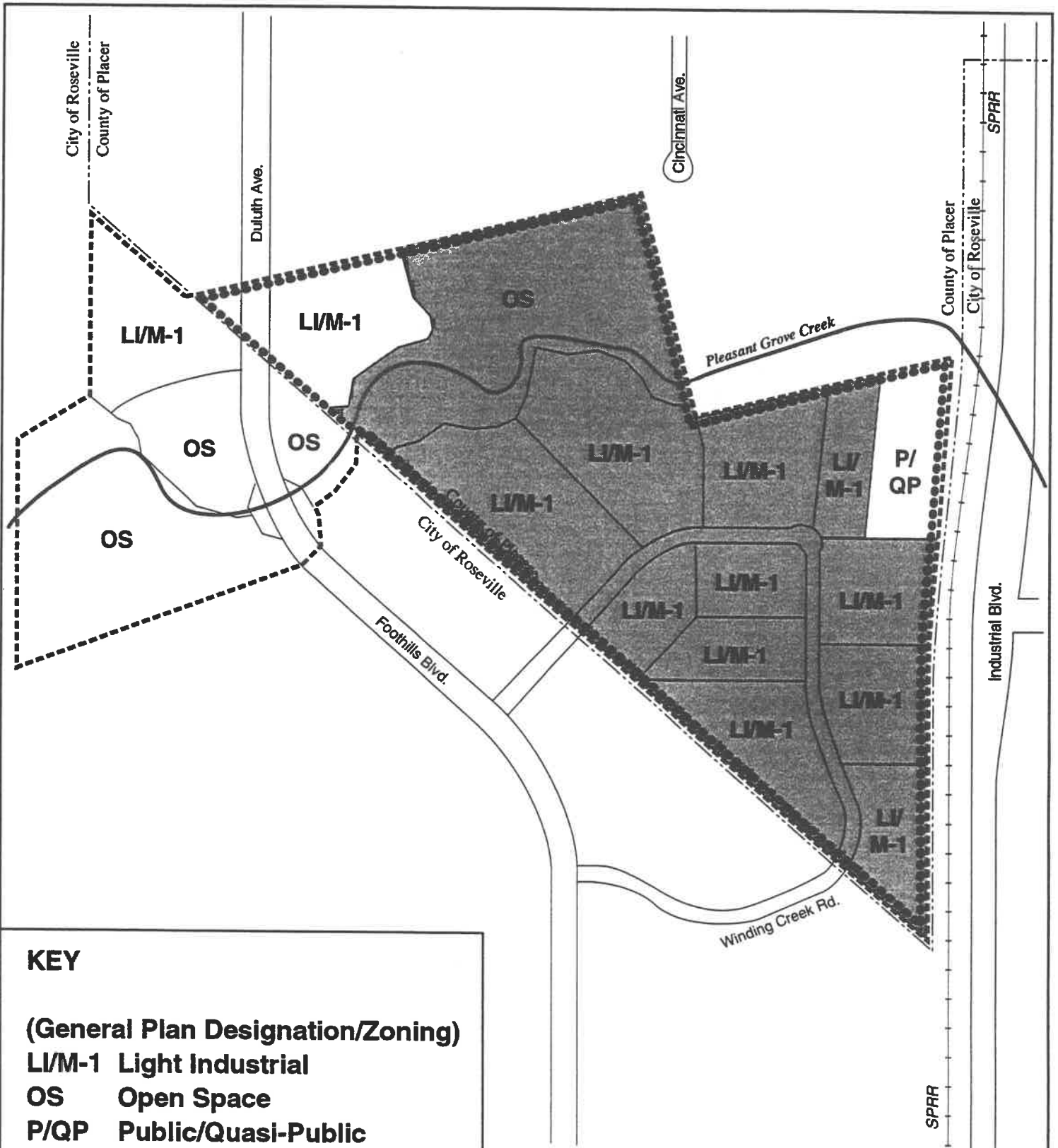
- General Plan Amendment - Stanford Ranch proposes to amend the City of Roseville General Plan Land Use Map as shown in Figure 3-4. Within the annexation area, 64 acres will be designated Light Industrial (LI); 5 acres owned by the City will be designated as a site for a municipal water tank(s) with a land use designation of Public/Quasi-public (P/QP); and 19 acres, which includes the Pleasant Grove Creek and the adjacent floodplain, would be designated Open Space (OS). An additional 4 acres would be roadway. In addition, the land use designation of several parcels currently in the City (contiguous parcels) would be changed from LI to OS. These areas are existing Lot 6 (3 acres), a 5-acre portion of existing Lot 5, and the Wetland Preserve (16 acres) as shown in Figure 3-3. The remaining 8-acre portion of existing Lot 5 would remain light industrial.
- Prezone/Rezone - Stanford Ranch proposes to prezone the annexation area. The pre zoning would result in 64 acres of land zoned Light Industrial (M1), 19 acres zoned Open Space (OS), and 5 acres zoned Public/Quasi-public (P/QP). The remaining 4 acres of project site are part of the road system. In addition, the zoning for several parcels of land currently in the City would be changed from M1 to OS. These areas are existing Lot 6 (3 acres), a 5-acre portion of existing Lot 5, and a 16-acre wetland preserve, as shown in Figure 3-3.
- Annexation - Stanford Ranch proposes to annex 92 acres into the City of Roseville. The annexation area is under the jurisdiction of several special districts (i.e. Roseville Cemetery District, Resources Conservation District, Mosquito Abatement District, Placer County Water Agency). The primary service and utility providers are shown in Table 3-2. The jurisdiction of said districts extends to all lands within Placer County, including the City of Roseville. Based upon conversations with the Placer County Local Agency Formation Commission (LAFCO) staff, there are no districts with jurisdiction over the annexation area for which detachment is necessary. Therefore, the annexation proposal will not include detachment from the above-listed special districts or any other special districts.
- Tentative Subdivision Map - The applicant is proposing a Tentative Subdivision Map that will affect 75 acres of the 92 acres of annexation area to create 10 parcels of land (see Figure 3-3). Nine of the parcels totaling 56 acres would be zoned M1. The tenth parcel is 19 acres and would be zoned OS.
- Development Agreement - Stanford Ranch is proposing to enter into a Development Agreement with the City. The Development Agreement would vest the land use entitlements requested by Stanford Ranch and would specify obligations of the developer. As discussed previously, the Development Agreement will include the annexation area (less the city tank site) and the contiguous parcels as shown in Figure 3-2.

TABLE 3-2

**SERVICE AND UTILITY PROVIDERS FOR THE
FOOTHILLS BUSINESS PARK ANNEXATION PROJECT**

Service	Current Provider(s)	Proposed Provider(s)	Boundary Adjustment Required?
Water	PCWA City of Roseville	PCWA City of Roseville	Yes
Sewer	Roseville Placer County	City of Roseville Placer County	Yes
Drainage	Placer County Roseville	City of Roseville	Yes
Solid Waste	Roseville Auburn-Placer Disposal	City of Roseville	Yes
Police	City of Roseville Placer County California Highway Patrol	City of Roseville	Yes
Schools	Roseville Joint Union High School Roseville City School District	Roseville Joint Union High School Roseville City School District	No
Natural Gas	PG&E	PG&E	No
Telephone	Roseville Telephone	Roseville Telephone	No
Cable	Comcast	Comcast	No
Parks/Open Space	City of Roseville Placer County	City of Roseville	Yes
Fire	City of Roseville Placer County (CDF)	City of Roseville	Yes
Electrical	Roseville Electric PG&E	Roseville Electric	Yes
Cemetery District	Roseville Public Cemetery District	Roseville Public Cemetery District	No

Source: The Spink Corporation, October 1997. City of Roseville, 2000.



KEY





(General Plan Designation/Zoning)


L/M-1 Light Industrial


OS Open Space

P/QP Public/Quasi-Public

10358 Site

 Annexation Area Boundary
 Project Area
 Roseville City Limits
 Tentative Map Area

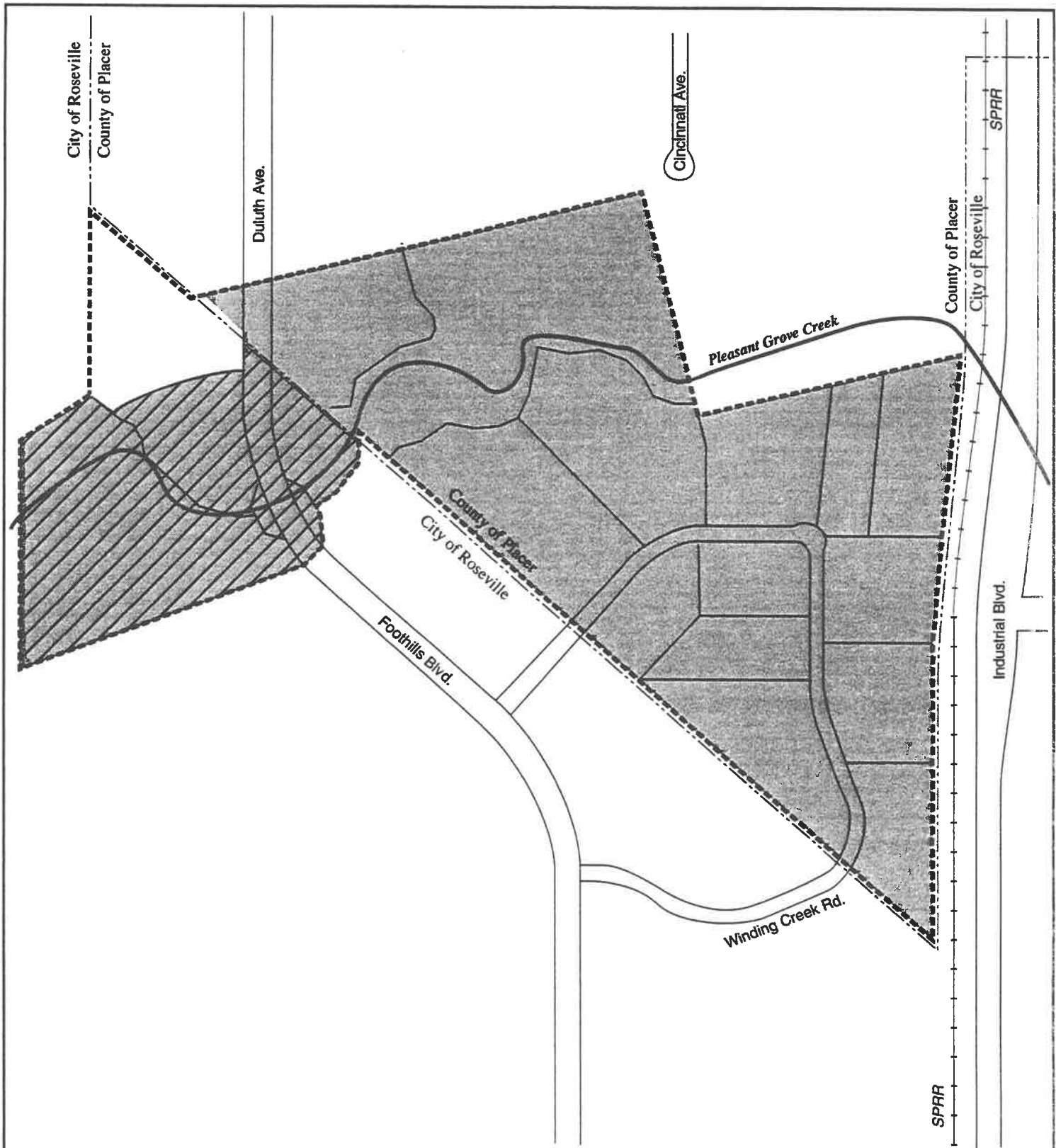
 N
 No Scale



SOURCE: City of Roseville, EIP Associates, June 2000.

Figure 3-3

Proposed Land Use Designations and Zoning



10358 Site

N

No Scale

- Project Site Boundary
- · - · - Roseville City Limits
- New General Plan Designation/Prezone
- ▨ New General Plan Designation/Rezone



SOURCE: EIP Associates, June 2000.

Figure 3-4

Area Subject to General Plan Amendment Prezone and Rezone

- Design Review Permit - The City must approve the design of the project, and issue a permit.
- Building Permits - Prior to construction, the applicant would be required to receive building permits.

Other Agency Permits and Approvals

As part of the implementation of the proposed project, several permits and approvals would be necessary prior to construction. These are listed below, and the relevant agencies involved in the review process are identified. In addition to these requirements, regulatory guidance applicable to individual environmental resources is described in the Regulatory setting sections in Chapter 4.

- **Section 404 Permit (U.S. Army Corps of Engineers and Environmental Protection Agency)**

The U.S. Army Corps of Engineers (USCOE) regulates the placement of fill or dredged materials that affect waters of the United States, which include stream courses and jurisdictional wetlands. The USCOE regulates these activities under the authority of Section 404 of the Clean Water Act, and the Environmental Protection Agency (EPA) has commenting and vetoing authority on USCOE decisions. The USCOE would regulate development in the project site that affects jurisdictional wetlands.

A majority of the project site has already been permitted for wetlands fill or will be preserved as Open Space, so it would not require USCOE action. The PG&E parcel would require a 404 permit prior to development. The Foothills Boulevard extension through contiguous parcels would require a 404 permit as well, if they would fill wetlands. The bike trail and future waterline through the contiguous parcels would require Corps authorization in the form of approval of an Operations and Maintenance Plan or a 404 permit.

- **Water Quality Certification (State Water Resources Control Board)**
Construction of the proposed project has the potential to directly or indirectly affect "waters and wetlands of the United States". Water or wetlands disturbance could result in a discharge to Pleasant Grove Creek or the South Branch of Pleasant Grove Creek. A water quality certification would be required by the State Water Resources Control Board (SWRCB).
- **Storm Water Discharge Permit (SWRCB)**
Construction of the proposed project will involve clearing, grading, and excavation activities that would result in the disturbance of five acres or more of land. As such, the proposed project would require a SWRCB permit for storm water discharge. The permit process would include identification of Best Management Practices (BMP's) to control pollutants in storm water discharges

both during construction and after construction is completed. BMP's for the proposed project would include perimeter controls, diversion channels, sedimentation collection systems, soil stabilization, storm water treatment ponds and wetlands, wet and dry detention ponds, and grassed waterways.

- **Annexation to the City of Roseville (Placer County LAFCO)**
The Placer County LAFCO will use this EIR to assess impacts associated with the annexation portion of the project site to the City of Roseville.
- **Streambed Alteration Agreement (California Department of Fish and Game)**
The California Department of Fish and Game (CDFG) has jurisdiction over construction activities affecting streambeds and banks and work within 100-year floodplain. This is an agreement reached between the applicant and CDFG regarding methods to be used to avoid or minimize aquatic or wetland habitat losses. Construction of the bridge over Pleasant Grove Creek will require a Section 1603 Streambed Alteration Agreement from CDFG to evaluate the potential for impacts to aquatic habitat in stream channels.
- **Flood Encroachment Permit (State Reclamation Board)**
The State Reclamation Board (Board) is required to enforce, within its jurisdiction, appropriate standards for the construction, maintenance, and protection of adopted flood control plans that will best protect the public from floods. The project area is located within the Sacramento River basin, which is within the Board's jurisdiction.

Pursuant to the State Public Resource Code and the CEQA Guidelines, subsequent approvals may or may not require additional environmental analysis. Public Resources Code § 21083.3 includes the provision that if an EIR has already been certified for a particular zoning or planning action, subsequent approvals (e.g., subdivision map) consistent with the approved zoning or community plan would be limited to "effects upon the environment which are peculiar to the parcel or to the project and which were not addressed as significant effects in the prior EIR."

Public Participation in the Project Approval Process

The public will have several opportunities to review and comment on the proposed project. This DEIR will be available for public review and comment for 45 days. The Planning Commission and City Council will each hold a public hearing on the EIR. Community members and other interested parties may provide written comments at any time during the review period, or verbal comments at the hearings.

3.6 PROJECT DESCRIPTION

As discussed above, the project applicant is seeking to annex approximately 92 acres to the City of Roseville. The project, as proposed, would develop approximately 72 acres of the annexation area, primarily south of Pleasant Grove Creek. Of this 72 acres, 15 acres is located north of

Pleasant Grove Creek. Nineteen acres surrounding and including the creek are designated for open space within the annexation area. These uses are shown in Figure 3-3.

Land Use

The land use plan for the annexation area includes:

- 72 acres designated for light industrial uses;
- 43 acres designated for open space along Pleasant Grove Creek;
- 5 acres designated for public/quasi-public uses, location of the City's water tank; and
- 4 acres designated for roadways.

It is anticipated that the annexation area would be developed with up to 883,906 square feet of light industrial uses and associated parking, and a City-owned water storage tank. The land use designation of light industrial uses is applied to lands reserved for office, industrial, and research and development uses. Specific uses and tenants have not been identified at this time.

The proposed project also includes the contiguous parcels to the west of the annexation area. A portion of these parcels would be redesignated from light industrial to open space. The remaining 8-acres light industrial parcel, north of Pleasant Grove Creek, is already assumed under the City's General Plan, and entitled for development. As previously discussed, this EIR uses the assumptions of the General Plan EIR, including the Light Industrial designation of the contiguous parcels as the baseline for its environmental analysis.

This project changes the land use designation of 24 acres of the contiguous parcels from Light Industrial to Open Space. In addition, the project includes the extension of Foothills Boulevard, construction of a bike trail and water line through the contiguous parcel's open space, and the project changes the domestic water service to the contiguous parcel north of Pleasant Grove Creek from City service to PCWA service. This EIR comprehensively evaluates the project's proposed land use and zoning changes for the contiguous parcels together with the land use changes associated with the annexation, and the improvements described for both areas. This comprehensive analysis is referred to as the "with project" condition.

Infrastructure and Services

Water

Because the annexation area is not located within the City of Roseville, City water service is not available on the site at present. The annexation area is located within the water service boundaries of the Placer County Water Agency (PCWA), but no water infrastructure is located onsite. Upon annexation, it is anticipated water service to the project site would be provided in one of the following ways:

1. PCWA may provide water to the site via a direct connection to PCWA water infrastructure from pipelines located in Duluth Avenue and Cincinnati Street.

2. Diversion of PCWA raw water delivered through Folsom Lake to the City's treatment plant and conveyance system.
3. Diversion of San Juan Water District raw water delivered through the City for the City's treatment plant and conveyance system at Folsom Lake.

Regardless of which water purveyor provides water for the project site, the 7-acre parcel located north of Pleasant Grove Creek in the annexation area, and the approximately 8-acre parcel located just west of Foothill Boulevard in the City limits (contiguous parcel), would be served directly by PCWA, as shown in Figure 3-5.

An easement for a future water line would be located from Foothill Boulevard west to a proposed water easement in the Woodcreek East project site. This easement is anticipated to follow the proposed bike trail, as described below.

The connection to offsite water infrastructure is considered part of the proposed project.

Wastewater

Because the annexation area is not located within the City of Roseville, City Sewer service is not available to serve that portion of the project site at present. However, an existing 42-inch sewer line bisects the project site and parallels Pleasant Grove Creek. It is anticipated that once annexation to the City occurs, the portion of the annexation area south of the creek would tie into this existing sewer line. Initially, the wastewater from the proposed project would be served by the Dry Creek Wastewater Treatment Plant. The Pleasant Grove Wastewater Treatment plant would serve the proposed project when it becomes operational, which is anticipated to be by the end of year 2002.

The 7-acre parcel located north of Pleasant Grove Creek in the annexation area would be served by the Placer County Sewer Maintenance District (SMD) #1.

Storm Drainage

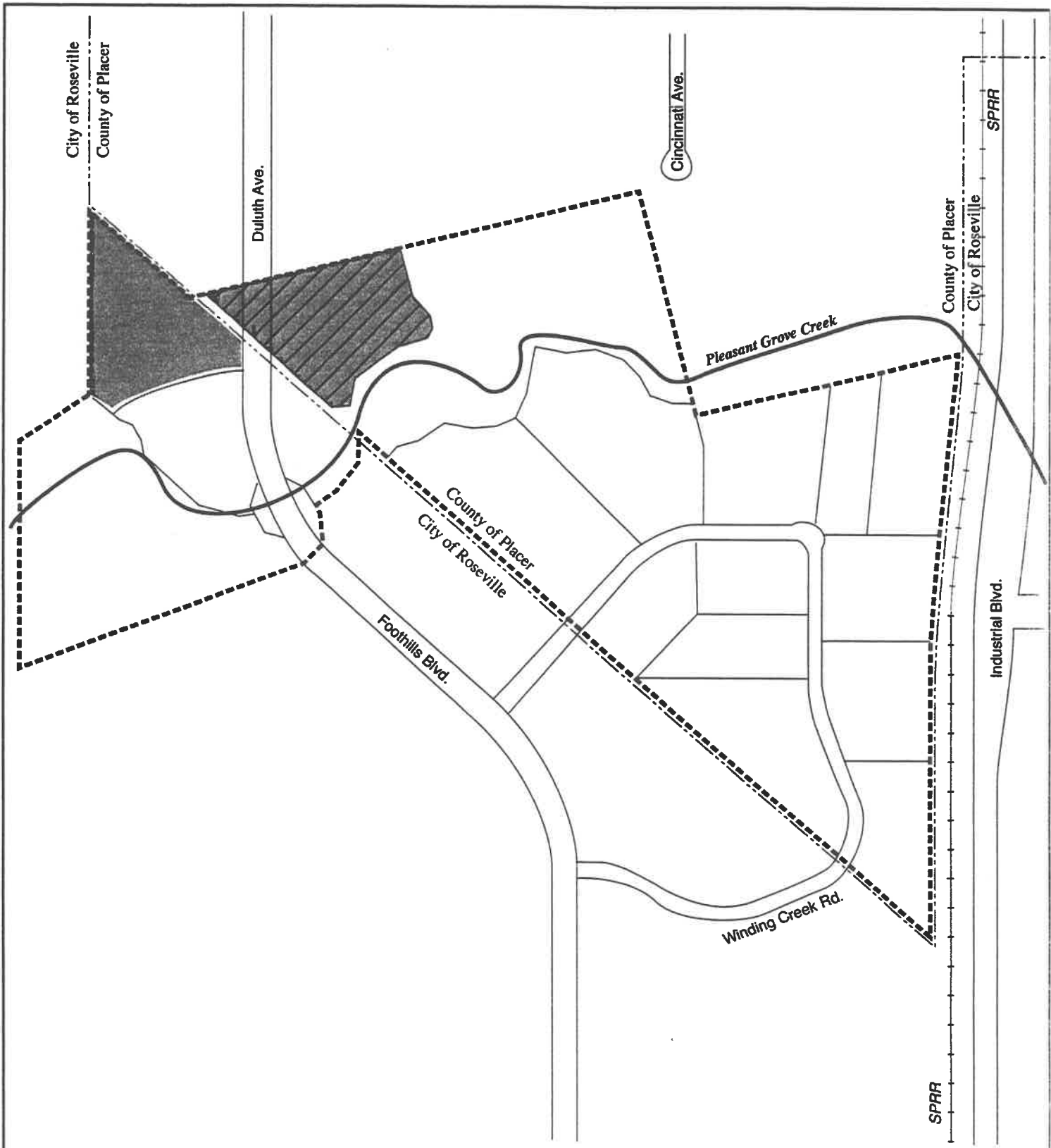
Storm drainage infrastructure for the project site would be located along the proposed extension of Winding Creek Road, and extended north towards Pleasant Grove Creek.

Solid Waste

Solid waste generated by the proposed project would be disposed of at the Western Regional Sanitary Landfill located approximately 10 miles north of the City.

Fire Service

The annexation area is currently served by Placer County. Once annexed, fire protection services would be provided by the City of Roseville Fire Department (RFD). The first responding fire station to the project would be the future Blue Oaks Fire Station which is not yet constructed, but is anticipated to be operational by the year 2003. Although a specific site has not



10358 Site



- Project Site Boundary
- · - · - Roseville City Limits
- Area to be Served by PCWA
- ▨ Area to be Served by PCSMD



SOURCE: EIP Associates,
June 2000.

Figure 3-5

**Area to be Served
by PCSMD and PCWA**

yet been selected for the fire station, RFD is considering a site east of Blue Oaks Boulevard, halfway between Woodcreek Oaks Boulevard and Foothills Boulevard. Station #6, which is scheduled to be in operation in 2001, would serve as the second responding engine for the proposed project. This station would be located on Pleasant Grove Boulevard, south of State Route 65. Fire Station No. 2 (located at 1398 Junction Boulevard) would be the first responding station for the project site until Station No. 6 or the future Blue Oaks Fire Station are built.

Police Protection

The Placer County Sheriff's Department currently provides law enforcement services to the site; however, once the site is annexed to the City police protection would be provided by the City of Roseville Police Department (RPD). Operations and patrols are provided out of a central station located on Junction Boulevard, approximately 3 miles from the proposed project site.

Circulation

The proposed project includes an internal loop road that would extend from the terminus of Winding Creek Way through the project site ultimately connecting to Foothills Boulevard as shown on Figure 3-2. A portion of this roadway would be constructed outside of the project boundaries. On an interim basis, road access to the 7-acre parcel located north of Pleasant Grove Creek and the 8-acre parcel located west of Duluth Avenue would be through the County. In the future, access to these parcels would be provided through the City by the extension of Foothills Boulevard.

Foothills Boulevard may be extended north through the project site connecting to Duluth Avenue. A bridge would be constructed across Pleasant Grove Creek. This is a planned roadway improvement included within the City's Capital Improvement Program (CIP). Impacts associated with these planned improvements will be addressed in this document as well as in the separate environmental review prepared for the City's CIP.

Bike Trail

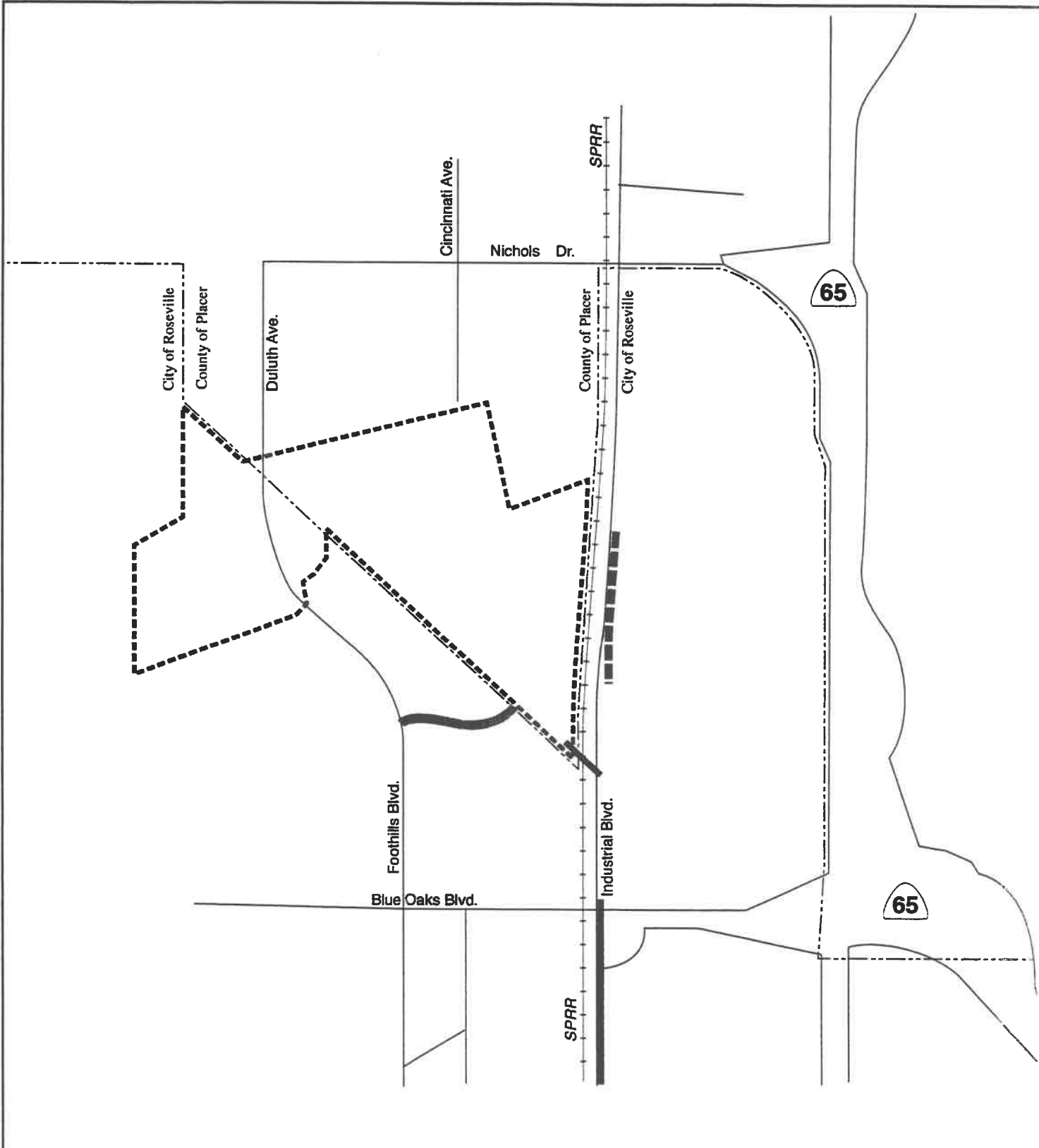
A bike trail would be constructed along Pleasant Grove Creek, from Foothills Boulevard to a proposed bike trail in the Woodcreek East project site. The bike trail would be located on a vacant parcel currently zoned light industrial (M1) within the contiguous parcels, but proposed to be rezoned to open space. The trail is anticipated to be located primarily on the south side of Pleasant Grove Creek on a wetlands preserve owned by Stanford Ranch. However, the bike trail could be located north of the creek on another parcel owned by Stanford Ranch.

Offsite Improvements

Offsite improvements necessary to serve the proposed project are described below and are shown in Figure 3-6.

Roadways

As discussed above, a portion of Winding Creek Road would be located offsite.



No
Scale
10358
Site
Base

- Project Site
- - - - - Roseville City Limits
- Electric Lines
- Winding Creek Road
- Water Line



SOURCE: City of Roseville,
Roseville Electric, EIP
Associates, June 2000.

Figure 3-6
**Proposed Off-Site
Infrastructure**

Water Lines

In order to provide water service to the proposed project, offsite water lines could be required. These water lines would be connected to the City water tank, which is located in the parcel zoned P/QP in the eastern portion of the site, east to Industrial Avenue. This water line would be located under the railroad and Industrial Avenue. If PCWA provides water to the entire project site, offsite water lines would also extend from the site to the existing water lines in Duluth Avenue and Cincinnati Avenue.

Electric

Upon annexation, electric service would be provided by Roseville Electric. Necessary improvements would include connection to existing infrastructure located along Foothills Boulevard and offsite improvements along Industrial Boulevard, as shown in Figure 4.8-5 in Section 4.8, Public Services and Utilities. It is anticipated that the parcel north of Pleasant Grove Creek would also be served by Roseville Electric with existing facilities located north of the Creek.

Implementation

Development Agreement

The proposed project is intended to be implemented through a development agreement executed between the City of Roseville and the landowner, in accordance with the City of Roseville Zoning Ordinance. The agreement would be a binding contract between the City and the landowner which sets the terms, conditions, rules, regulations, entitlements, vested rights, and other provisions relating to development of the project site. Included in the development agreement would be provisions related to infrastructure improvements, public dedication requirements, landscaping amenities, and other obligations of the parties. Development agreements typically run for a period of 20 to 25 years, run with the property, and may only be modified by mutual consent between the City and the landowner.

The area subject to the Development Agreement includes both the annexation areas and the contiguous parcels located west of the site, with the exception of the 5 acres owned by the City, as shown in Figure 3-2.

Subsequent Entitlements

Development within the project site would be subject to approval of subsequent entitlements by the City in accordance with the Zoning Ordinance and Roseville Municipal Code. Subsequent approvals may include subdivision or parcel maps, design review permits, and tree permits.

Dedications

All property to be conveyed to the City, including open space and street rights-of-way, would be free of any liens, monetary encumbrances, special taxes, hazardous materials, or assessments not approved by the City.

Financing of Public Improvements

The development of the public improvements necessary to serve the proposed project would be funded through a variety of means including a Community Facilities District (CFD), and/or statutory assessment districts formed to fund basic sewer, water, drainage and street improvements. The specific method of financing would be established in the development agreement between the City and the landowner.

Project Schedule

It is currently anticipated that project construction would commence in year 2002 with a four to five year buildout.

4. ENVIRONMENTAL ANALYSIS

4.0 INTRODUCTION TO THE ANALYSIS

4.0 INTRODUCTION TO THE ANALYSIS

TOPICS ADDRESSED

The Environmental Analysis chapter of this EIR discusses the environmental setting, impacts and mitigation measures for each of the following topics:

- Land Use
- Flooding and Drainage
- Biological Resources
- Aesthetics and Visual Resources
- Transportation and Circulation
- Air Quality
- Noise
- Public Services and Utilities
- Hazards

ANALYSIS ASSUMPTIONS

As discussed in Chapter 3, Project Description, the proposed project includes annexation and development of 92 acres currently in the county (annexation area) and rezone and incorporation into the Development Agreement of 32 acres already in the city.

As previously discussed, the contiguous parcels are already located in the City of Roseville and do not require annexation. All of the contiguous parcels totaling 32 acres are currently designated Light Industrial in the City's General Plan and entitled with Light Industrial (M1) zoning. The light industrial land use designation of the contiguous parcels was evaluated during preparation of the General Plan EIR (1992), and included in the City's traffic model and infrastructure plans. This EIR uses the assumptions of the General Plan EIR including the Light Industrial designation of the contiguous parcels, as the baseline for its environmental analysis.

This project changes the land use designation of 24 acres of the contiguous parcels from Light Industrial to Open Space. In addition, the project includes the extension of Foothills Boulevard, construction of a bike trail and water line through the contiguous parcel's open space, and the project changes the domestic water service to the contiguous parcel north of Pleasant Grove Creek from City service to PCWA service. This EIR comprehensively evaluates the project's proposed land use and zoning changes for the contiguous parcels together with the land use changes associated with the annexation, and the improvements described for both areas in the appropriate sections of Chapter 4. This comprehensive analysis is referred to as the "with project" condition.

The rezone to open space would remove 24 acres of land (the portion of the proposed open space area that is not in the floodplain) from the City's inventory of industrial land, and although designated as light industrial, the acreage is not developable. This would not materially affect the square footage of future industrial development in the City because it is a relatively small amount of land. Further, the General Plan EIR and City traffic model and infrastructure plans do not make site-specific assumptions for development, rather they assume certain levels of development over the light industrial designations as a whole and within defined zones (with the exception of known uses, such as NEC and Hewlett Packard). There is adequate industrial inventory within the immediate vicinity to accommodate the absorption projected in these planning documents.

SECTION FORMAT

Each section begins with a description of the project **environmental setting** and a **regulatory setting** as it pertains to a particular issue. The environmental setting provides a point of reference for assessing the environmental impacts of the proposed project and alternatives. For half of the environmental analyses – land use, hydrology, biological resources, and aesthetics – the existing conditions were selected as the baseline scenario to which the proposed project is added. For these issues, existing conditions represent the most conservative ("worst-case") scenario for development of the project. For the analysis of the remaining environmental factors – traffic, air quality, noise, and water supply – Year 2015 market conditions were used as the baseline scenario to which the proposed project is added. For these factors, 2015 market conditions present the most conservative ("worst case") scenario for development.

The setting description in each section is followed by an **impacts and mitigation** discussion. The impact and mitigation portion of each section includes impact statements, which are prefaced by a number in bold-faced type. An explanation of each impact and an analysis of its significance follows each impact statement. Mitigation measures pertinent to each individual impact appear after the impact section. The degree of relief provided by identified mitigation measures is also evaluated. An example of the format is shown below.

IMPACT 4.X-1:	Statement of impact in bold type.
SIGNIFICANCE:	Statement of Significance without mitigation (Less than significant, Significant)
MITIGATION MEASURE:	Mitigation Measure 4.X-1(a)
RESIDUAL SIGNIFICANCE:	Significance after mitigation.

Discussion of impact in paragraph format.

4.X.X MITIGATION MEASURES

Following the impact analysis in each section is an explanation of the previously identified Mitigation Measures. This section provides additional detail about each measure.

4.X-X MITIGATION MEASURE

Mitigation Measure 4.X-1(a): Summary of mitigation measure.

Mitigation Measure 4.X-1(b): Summary of mitigation measure.

Mitigation Measure 4.X-1(c): Summary of mitigation measure.

Statement of whether the mitigation measure applies to Impact 4.x-x(A) and/or 4.x-x(B).

This section restates the mitigation measures identified in the Impacts section, and provides additional information regarding the steps that must be taken to implement each measure.

4.1 LAND USE

4.1 LAND USE

4.1.1 INTRODUCTION

This section of the EIR addresses existing and planned land uses for the project site and vicinity, including:

- a description of the land use setting and existing land uses on the project site and in adjacent areas;
- an analysis of projected or potential changes in the type, intensity or pattern of land uses on and near the project site including the conversion of lands from agricultural to non-agricultural use;
- compatibility between existing and planned uses on the project site and in adjacent areas;
- potential impairment of the productivity of adjacent or nearby agricultural land; and
- potential conflicts with provisions of the City of Roseville General Plan, Placer County General Plan and Placer County Local Agency Formation Commission Guidelines.

As discussed in the Initial Study (see Appendix A), the proposed project would not physically divide an established community or convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance; therefore, these issues are not addressed in this EIR.

4.1.2 ENVIRONMENTAL SETTING

Project Location

The project site is located in the City of Roseville and Placer County, approximately one mile west of Highway 65, adjacent to Industrial Boulevard and north of Blue Oaks Boulevard. The 92-acre annexation area is located in an unincorporated area of southwestern Placer County (County) adjacent to the City of Roseville city limits and within the City's Sphere of Influence (SOI). The site is bounded by the Union Pacific railroad tracks and Industrial Boulevard to the east, and Duluth Avenue and Cincinnati Court to the north. The project site is located over one mile from the Western Regional Sanitary Landfill located on Fiddymont and Athens Road. The

annexation area is located within the County's Sunset Industrial Area plan in an area designated as the Nicholas/Duluth area. The contiguous parcels are located in the City of Roseville west of the annexation area and east of Woodcreek East.

Land Characteristics and Uses in the Project Vicinity

Agricultural land

The project site and land in the vicinity have historically been used for low-intensity seasonal grazing, and other ranching and agricultural uses. Large ranches in this area have included the Fiddyment Ranch, Kaseberg Ranch and Spring Valley Ranch. Historical agricultural activities in the area have included grazing, poultry production and production of wheat, raisins, grapes, oranges, and nuts. A pistachio orchard (Fiddyment Farms) is located west of Fiddyment Road. However, the majority of land within the City is planned for future development and land north of the project site is planned for development and is currently used for industrial uses and for grazing cattle.

Surrounding Land Uses

City of Roseville

The project site is located approximately 0.75 miles east of the North Roseville Specific Plan area, 1.5 miles northeast of the Del Webb Specific Plan area and 1.5 miles north of the Northwest Roseville Specific Plan area. The recently adopted Woodcreek East Project area is located immediately west of the project site, and 1,000 feet west of the annexation area. The Woodcreek East Project is designated for future residential development. These areas will provide primarily residential development with the addition of some commercial, parks, schools, and open space areas.

Land directly adjacent to and southwest of the project site is developed and undeveloped industrial within the City limits. Land farther southwest of the project site is developed and consists of residential and commercial uses. The Hewlett Packard Master Plan area is located approximately 1 mile southwest of the project site and consists of light industrial uses as shown in Figure 4.1-1.

Placer County

Land north of the project site lies in an unincorporated area of Placer County and consists primarily of undeveloped dry pasture land and some industrial uses with topography similar to the project site. There is some industrial development north of the project site, particularly along Highway 65. Lands north of the site are designated for agricultural and industrial use in the Placer County General Plan. Land in the western and northern sections of this rural, but urbanizing area of the County, has primarily been used for grazing or other dry farming activity.

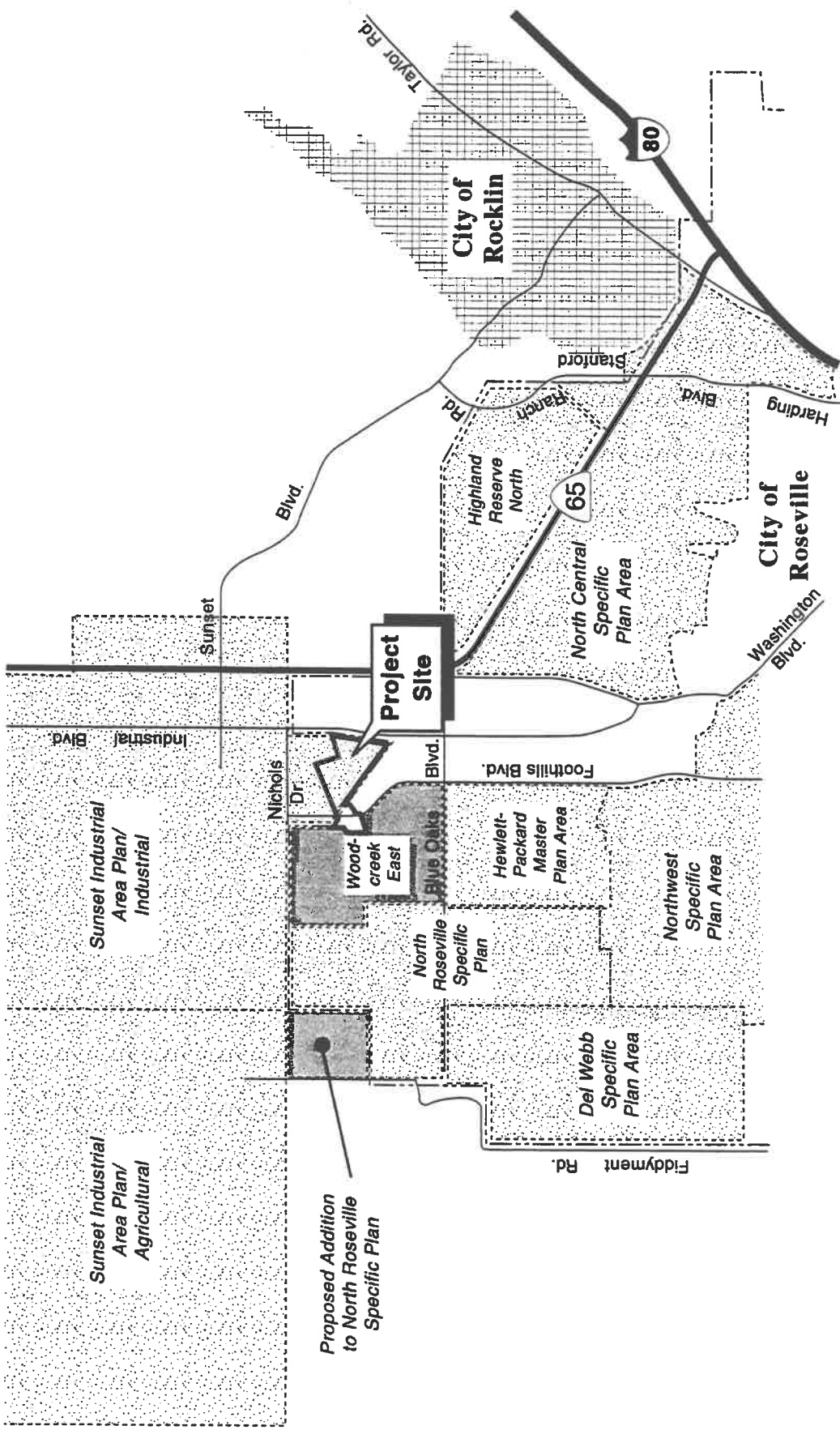


Figure 4.1-1

Surrounding Plan Areas



- Proposed Specific/ Master Plan Areas
- Approved Specific/ Master Plan Areas
- Roseville City Limits

10358 Plan-Areas

0 2,000 4,000

Scale in Feet

SOURCE: City of Roseville, EIP Associates, May 2000.

Various development proposals have been considered for projects within the unincorporated area of southwestern Placer County. A Memorandum of Understanding (MOU) between Placer County and the United Auburn Indian Community to develop a casino in an area designated for industrial use at Athens and Industrial Avenue, approximately two miles north of the project site, has been approved by the Placer County Board of Supervisors.¹ However, the cities of Roseville, Rocklin, and Lincoln have all rejected the construction of a 200,000 square foot casino in this area and its future is uncertain at this time. In addition, the County is currently reviewing a proposal to develop over 14,000 dwelling units on 5,000 acres in five phases to the southwest of the City (Placer Vineyards Specific Plan).

Sunset Industrial Area Plan

In 1997, Placer County adopted the Sunset Industrial Area plan which promotes the development of approximately 9,000 acres of land in the southwestern portion of the County. This plan designates land in the vicinity of the project site as Industrial Reserve, including the area northeast of the project site, which would permit agriculture, recreational and entertainment activities compatible with industrial uses, and solid waste disposal and processing activities as permitted in the Farm Zone District. The area extending west of Fiddymont Road between Baseline Road and Pleasant Grove Creek to the Sutter County line has been identified by the Placer County General Plan as a "Study Area" area which may be an appropriate location for future growth. The annexation area is located in the Nicholas/Duluth area of the Sunset Industrial Area.

Although the annexation area is located within the Sunset Industrial Area, the majority of the area has yet to be developed so the majority of land north of the project site is currently used for grazing cattle. Land south of the project site is generally developed and none of the land is actively used for agricultural purposes.

Land Uses on the Project Site

The project site consists of undeveloped native and non-native grasslands that historically have been used for grazing. The topography of the site is gently rolling terrain, characteristic of land for southwestern Placer County. There are no existing improvements or structures on the project site. Pleasant Grove Creek flows through the northern portion of the site.

Agricultural Land Status

The California Department of Conservation (CDC) has not identified any prime, unique or important farmlands within the project area. The CDC designates the project site as Grazing Land. Grazing land does not meet the criteria for Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or agricultural land of significant economic importance to the County.

The project site is not under a Williamson Act contract. The Williamson Act is a nonmandated State policy providing for a preferential assessment of agricultural and open space lands that meet local size and use criteria.

4.1.3 REGULATORY SETTING

As stated above, the project site is located in both Placer County (annexation area) and the City of Roseville (contiguous parcels). Therefore, both City and County plans are discussed in this section.

Placer County

The Placer County General Plan was updated in 1994. In 1997, the County adopted the Sunset Industrial Area Plan for an area of approximately 9,000 acres, extending westward from the Highway 65 corridor about 1.5 miles beyond Fiddymont Road and northward about 2.5 miles. The annexation area is within the most southern section of this planning area. The annexation area is designated for industrial uses in the Sunset Industrial Area Plan which is defined as a land use providing for all types of manufacturing, assembly, storage, distribution, research and redevelopment.²

Sunset Industrial Area Plan

The parcels proposed for annexation are currently zoned industrial park-design scenic corridor special purpose with the specific designation of INP-DC-TM-SP. This zoning designation allows for the following identified uses in the Sunset Industrial Area Plan:

- Manufacturing and processing uses;
- Recreation, education, and public assembly uses;
- Residential uses;
- Retail trade;
- Service uses;
- Transportation and communication; and
- Agricultural, resource and open space.

City of Roseville

Since the parcels proposed for annexation are located within the City's sphere of influence, no city land use or zoning designations have been assigned to the annexation area.³ While lands within the City's sphere of influence are not within the immediate incorporated planning area, these lands are considered likely to be within the ultimate physical boundaries and service area of the City. The contiguous parcels are currently designated for light industrial development.

The City of Roseville establishes land use designations and policies through the General Plan and various specific plans. Planning policies are implemented through infrastructure plans and programs, the zoning and subdivision ordinances, and the development review process.

General Plan

The City of Roseville last completed a comprehensive update of its General Plan in 1992. This General Plan update addressed goals, policies, and implementation measures, but did not modify land uses or land use allocations beyond those identified in the previous General Plan. Applicable

land use policies of the General Plan are identified in Appendix C. The Land Use Element of the General Plan establishes goals, policies, and accompanying implementation measures related to land uses and development, and designates the general distribution and intensity of residential, commercial, industrial, public and quasi-public, open space, and other land uses. Since 1992, there have been numerous modifications to the land use allocation of the General Plan.

The City of Roseville General Plan designates land uses southwest of the project site as light industrial (LI) development and land uses east of Industrial Boulevard as general industrial (IND). The light industrial land use category is applied to lands reserved for office, industrial, and research and development uses that generate limited noise, odor, dust, smoke, light or other pollutants. General industrial land uses generally provide areas for industrial uses that generate noise, odor, dust, smoke, light and other pollutants. Both light industrial and general industrial land uses are located adjacent to major roadways and generally have a floor area ratio between 20 to 50 percent.

Zoning Ordinance

The City's Zoning Ordinance is a tool to implement the broad policies contained in the General Plan. Zoning focuses on the immediate uses of land rather than the longer-term, planned uses contained in the General Plan. Typically, a General Plan land use designation allows a broader use of the property and a zoning classification restricts the uses further by specifying particular uses and development intensity standards. The City's Zoning Ordinance was last updated comprehensively through Ordinance No. 3014 on May 22, 1996. Periodic revisions are planned to keep the zoning ordinance up to date.

State law has imposed consistency requirements to ensure that local zoning ordinances conform to the General Plan (although charter cities with a population of fewer than two million, such as the City of Roseville, are exempt). To ensure that the zoning ordinance is consistent with the General Plan, the Plan itself must be complete, adequate and internally consistent. Typically, a General Plan and zoning ordinance are consistent when they allow the same general range of types, density, and intensity of development at the same location. Zoning that becomes inconsistent as the result of adoption of a new General Plan must be changed to become consistent within a reasonable time.

Since the parcels proposed for annexation are located within the City's Sphere of influence, no city zoning has been established for the project site. The contiguous parcels are currently zoned for light industrial development.

Placer County Local Agency Formation Commission

The County LAFCO is the entity that evaluates proposals for the creation of cities or special districts, as well as proposals to annex additional land to local jurisdictions. LAFCO's purposes are to encourage the orderly formation and development of local governmental agencies and discourage urban sprawl. This EIR will be used by the Placer County LAFCO as a reference tool during its review of the proposed annexation of the project site to the City of Roseville. In

response to the NOP, the Placer County LAFCO submitted a letter on March 2, 2000 requesting the project be analyzed for consistency with applicable policies and a discussion regarding possible relocation of the project to vacant parcels within the existing boundaries of the city. Following are LAFCO policies relevant to the proposed project:

- Policy 3c(1) To allow for the evaluation of projected growth demand and its relationship to remaining lands to be developed within the city, proposals for annexations to a city or reorganizations including annexation to a city (except unincorporated islands and minor adjustments) shall be accompanied by the following:
- (a) A market absorption study analyzing proposed uses in relation to similar uses within the city. The study shall:
 - I. cover a 15 to 20 year planning horizon,
 - II. include all major land use categories proposed within annexation (residential, commercial, office and industrial),
 - III. identify project and citywide buildout capacities for the proposed land uses,
 - IV. provide an analysis of the competitive strength of the affected city land uses within the regional market, and the proposed project land uses within the anticipated city capture of that regional market,
 - V. contain a breakdown of projected absorption and supply margins over time by both land use and by geographic planning area within the city. At a minimum, the analysis should distinguish projected absorption between the proposed annexation area and the existing (infill) portion of the city, and
 - VI. include a summary of key assumptions and methodologies used in generating the absorption projections.
 - (b) Analysis of alternative project sites located elsewhere within the city or its existing sphere. This analysis shall be included as an alternative in the environmental document prepared for the proposed annexation or reorganization including annexation. If such alternative sites are determined not to be feasible as defined by CEQA, the environmental document shall include a discussion of the reasons and relevant data used to make such determinations. LAFCO staff shall be afforded the opportunity to comment on the adequacy of the alternatives analysis prior to certification of the environmental document.

4.1.4 IMPACTS

Impacts of the proposed project are measured against existing or baseline conditions. For the project site and other areas in the vicinity which remain undeveloped and have not yet been approved for development, these conditions are consistent with their current state as undeveloped grasslands, creeks and riparian areas. For areas in the vicinity that have been developed or approved for development, these conditions reflect those uses allowed under currently approved land use designations and zoning.

As discussed in Section 4.0, Introduction to the Analysis, the proposed project would not alter existing conditions on the contiguous parcels or development assumptions for light industrial uses in the City. Therefore, the incorporation of the contiguous parcels into the Development Agreement and rezone a portion of these parcels are not evaluated further in this section.

Method of Analysis

Land Use

Existing and planned land uses for the project site and lands in the vicinity have been identified based on a site visit by EIP Associates staff and information from the City of Roseville, Placer County, the project applicant and its consultant team. The land use evaluation is based on a qualitative comparison of existing and planned uses as well as a comparison of adjacent land uses. As stated in Section 4.0, Introduction to the Analysis, this analysis does not include the development of the contiguous parcels since the light industrial land use designation of the contiguous parcels was evaluated during preparation of the General Plan EIR (1992). This EIR uses the assumptions of the General Plan EIR including the Light Industrial designation of the contiguous parcels, as the baseline for its environmental analysis. This project changes the land use designation of 24 acres of the contiguous parcels from Light Industrial to Open Space. This section comprehensively evaluates the project's proposed land use and zoning changes for the contiguous parcels together with the land use changes associated with the annexation, and the improvements described for both areas.

Consistency with the Plans and Policies

The land use analysis considers applicable plans and policies, including the Placer County Sunset Industrial Area Plan, City of Roseville General Plan, Placer County Local Agency Formation Commission (LAFCO) policies and other related environmental and planning information. Implementation of the proposed project would result in annexation of the project site to the City of Roseville, amendment of the County and City General Plans and a change in the zoning of the project site. These changes would alter existing land use plans by changing lands currently planned for industrial uses in Placer County to light industrial uses in the City of Roseville. The proposed project would be consistent with the City's General Plan if and only if the proposed General Plan Amendment associated with this project is approved by the City Council.

Standards of Significance

The evaluation of land uses for the proposed project is based on an analysis of the types of impacts generated by the proposed land uses on-site and compatibility with existing and planned adjacent land uses. Significant impacts are identified in cases where the proposed changes in type and intensity of land uses are incompatible with uses on or adjacent to the site. This analysis assumes implementation of applicable City of Roseville General Plan policies, Improvement Standards, and design standards prior to determining significance, so these requirements do not appear as mitigation measures. For purposes of this EIR, an impact is considered significant if implementation of the proposed project would:

- Lead to development of land uses that are incompatible with each other or adversely change the character of existing and/or proposed adjacent land uses;
- Allow development that would be inconsistent with City or County plans, policies or ordinances; or
- Allow development that would be inconsistent with the Placer County Local Agency Formation Commission policies.

Project-Specific Impacts

IMPACT 4.1-1:	Incompatibility with land uses in adjacent unincorporated areas of Placer County.
SIGNIFICANCE:	Less than significant
MITIGATION MEASURE:	None required.

The annexation area is located in an unincorporated area of Placer County, immediately adjacent to the City of Roseville. The site lies on the border between unincorporated County land used for grazing located north of the project site and land within the City of Roseville currently being developed for urban uses. Due to the proximity of agricultural land north of the project site, there is the potential for incompatible activities to occur (i.e., odor, dust, and noise associated with grazing activities) which could create a nuisance for future employees. However, the land to the north of the site is within the County's Sunset Industrial Area plan and is designated for future industrial development, which would be compatible with the industrial uses proposed for the annexation area. Portions of the Sunset Industrial Area, particularly along SR 65, are already developed, and the County is currently processing an application for additional industrial development.

From a land use perspective, the proposed project appears to be a logical extension of existing development that has been approved within the City of Roseville as well as planned development for the Sunset Industrial Area plan. The proposed project also includes an open space buffer along the northern portion of the project site adjacent to Pleasant Grove Creek. Prior to development of the Sunset Industrial Area, this buffer of open space would separate future employees from current agricultural activities continuing north of the project site within the Sunset Industrial area. Once the Sunset Industrial Area is developed it is anticipated the proposed project would be considered a compatible land use because the area to the north would be developed with facilities similar to those anticipated under the proposed project.

The parcel located north of Pleasant Grove Creek could be exposed to grazing activities and could be adversely affected by noise and dust associated with cattle. However, given that the land north of the project site is not used heavily for grazing purposes and that employees would be located inside any proposed buildings within the parcel, impacts associated with grazing are not anticipated to significantly affect future employees.

Because implementation of the proposed project is an extension of existing and planned uses for this area and would not conflict with any existing agricultural activity or future industrial operations, this impact is considered less than significant.

IMPACT 4.1-2: Inconsistency with Placer County LAFCO guidelines and policies.
SIGNIFICANCE: Less than significant
MITIGATION MEASURE: None required.

The Placer County Local Agency Formation Commission (LAFCO) will determine whether to approve annexation of the project site to the City of Roseville. The LAFCO's objectives include preserving agricultural land, encouraging logical patterns of growth, and discouraging urban sprawl. The project site in its present condition is relatively small, has not been intensively used for agricultural production or other uses, has required little if any County services, and has had a relatively low property valuation in agricultural use.

Although the project site has historically been used for grazing, it is not currently used for grazing or under agricultural production.

Annexation and development of the site as proposed would represent a logical pattern of growth as indicated above, due to its location adjacent to existing developed areas within the City. Furthermore, the project site is currently a peninsula of County land surrounded by City lands to the west, east and south. Annexation of the project site to the City would reduce the size of the peninsula. With the exception of water and wastewater service, the City will provide all services, including fire and police, for the entire annexation area including the northern 7 acre parcel. Water and wastewater services to the northern 7 acre parcel will be provided by Placer County Water Agency and the Placer County SMD No. 1.

Land within the County is currently designated for industrial uses and with implementation of the project, the majority of land will remain industrial within the City. As a result, the project is not anticipated to significantly change the supply or demand for industrial land. Due to the City's ability to provide services to the site in an efficient and timely manner, development of the site may occur sooner than anticipated under the Sunset Industrial Area Plan.

In accordance with Policy 3C(1)(a) a market absorption study covering a 15-20 year planning horizon and analyzing all categories outlined within the policy, will be prepared to assist project deliberations. The second part of this policy, 3C(1)(b), requires an analysis of the environmental impacts associated with developing the project on another site within the City. This analysis is provided in the Alternatives discussion in Chapter 6.

The proposed project would result in a loss of grazing land, but this loss is not considered substantial since the productivity of the site for agricultural use is limited and is already planned for development under the Sunset Industrial Area Plan. The proposed project would not represent "leap-frog" development or promote urban sprawl. For the above reasons, the proposed project appears consistent with LAFCO policies, and the impact is less than significant.

IMPACT 4.1-3:	Inconsistency with City and County adopted plans and policies.
SIGNIFICANCE:	Less than significant
MITIGATION MEASURE:	None required.

Implementation of the City's General Plan policies, as well as City Improvement Standards and Design Standards has been assumed in the analysis of the project's impacts. In some cases (e.g., noise) the General Plan policies were used as the standard against which the significance of impacts were measured. General Plan policies were reviewed to determine whether the proposed project could be inconsistent with the direction of the General Plan and individual policies.

A list of all the relevant land use policies is included in Appendix C. No inconsistencies have been identified.

As previously stated, a portion of the project site is located within the County's Sunset Industrial Area and is currently designated and zoned for light industrial development, but would be annexed into the City of Roseville. The proposed project, with development of up to 884,000 square feet of light industrial uses, would be consistent with the adopted definition of light industrial uses in the Sunset Industrial Area Plan. Furthermore, the project site is located within the City of Roseville's Sphere of Influence and implementation of the project would be consistent with the City's planned and existing land uses within this area.

For the above reasons, the proposed project would be considered consistent with both Placer County and the City of Roseville's adopted plans and policies for future development of this area, and this impact is considered to be less than significant.

IMPACT 4.1-4:	Incompatibility with adjacent land uses in the City of Roseville.
SIGNIFICANCE:	Less than significant
MITIGATION MEASURE:	None required.

Land uses are considered incompatible when generating lighting, odors, air pollution or noise adversely impacting employees or residents. As previously stated, land uses south of the project site consist of light industrial development within the City of Roseville. Land uses to the east consist of the Union Pacific Rail Road tracks and SR 65. East of SR 65 land uses consist of light industrial development. Land uses west of the project site consist of developed and undeveloped land zoned for industrial uses, and the Woodcreek East and North Roseville Specific Plan, which both provide for residential uses.

Existing land uses within the project vicinity do not generate excessive, light, odors, pollution or noise that would adversely affect project employees when the project site is developed. The proposed project would be similar to other industrial development within the City of Roseville, such as the Hewlett Packard Master Plan Area, located southwest of the project site, and would be compatible with such facilities.

Industrial uses can be incompatible with residential uses, if they generate noise, dust odors or light that reaches residential areas. Residential uses closest to the project site would be located in the future Woodcreek East project, located to the west of the project site. The Woodcreek East project includes an open space area along its eastern boundary. This open space area provides a separation of approximately 400 feet between the nearest homes in Woodcreek East and the industrial portion of the contiguous parcels. In addition, Woodcreek East is approximately 950 feet west of Foothills Boulevard and the annexation area. This provides a buffer that separates project development from residential uses. Environmental documentation prepared for the Woodcreek East project also found that the future residential development would be compatible with surrounding land uses, including light industrial uses in the Sunset Industrial Area, due to the setbacks and buffers surrounding the development from adjacent industrial properties.⁴ Furthermore, the project is not anticipated to generate excessive light, odors, pollution, or noise that would affect further residents and would be required to comply with city guidelines, regulations and ordinances governing such nuisances. Therefore, the proposed project would be compatible with the Woodcreek East residential development located west of Foothills Boulevard, as well as residential uses farther west.

The project would be compatible with existing land uses, because there is existing development with similar uses, and the project would not create or be subjected to excessive light, odors, air pollution or noise. Furthermore, the applicant would be required to comply with all city regulations and policies that minimize any potential land use conflicts. Therefore, this impact is considered to be less than significant.

4.1.5 MITIGATION MEASURES

None required.

ENDNOTES

1. Sacramento Bee, "Indian Tribe tells Roseville: No Deal." October 7, 1999.
2. ESA. Sunset Industrial Area Plan and Redevelopment for the Sunset Industrial Redevelopment Project Area. Draft Environmental Impact Report. April, 1997.
3. City of Roseville. General Plan 2010. November 18, 1992. Pp. II-5 and II-7
4. City of Roseville Planning Department. Initial Study and Negative Declaration Woodcreek East. October 29, 1999. PP 14.

4.2 FLOODING AND DRAINAGE

Drainage

Runoff characteristics of the project site are defined by topography, ground slope, vegetative cover, soil types, and the amount of impermeable surface area. Site topography is characterized by gently rolling terrain, and existing ground cover consists of native and non-native grasslands. Pleasant Grove Creek transects the northern portion of the site. The area near the creek includes mature valley oaks and blue oak trees. Wetlands exist on the site, comprised of vernal pools, seasonal marsh and intermittent drainages. A majority of the wetlands are located within a wetland preserve, in the northern portion of the site. Soils on the project site have low infiltration rates outside of the wetland area. The entire project site drains into the Pleasant Grove Creek within the project boundaries.

Surface Water Quality

Surface water quality can be characterized by surrounding land uses. For example, surface water resources in urbanized areas typically contain higher levels of oils and grease, and heavy metals. Surface water resources in agricultural areas typically contain higher levels of fertilizers and pesticides. The project area has been historically used for pasture. Typical constituents in runoff from pasture lands would include nitrogen, phosphorous, and coliform bacteria.

Specific water quality data for Pleasant Grove Creek were obtained from water samples taken in October of 1998, and February and May of 1999. No volatile organic compounds (VOC), dioxin, pesticides, PCBs, oil, grease, or cyanide were found in the water samples. However, results from these water samples indicate that traces of semi-volatile organic compounds (SVOC), and various metals, such as lead and zinc are present as shown below in Tables 4.2-1 and 4.2-2. Results for general minerals and water quality parameters indicate neutral pH, electrical conductivity, total dissolved solids, alkalinity, and hardness. The ion balance results are at appropriate levels for a natural surface water.

The City of Roseville currently does not discharge any wastewater effluent into Pleasant Grove Creek. However, with implementation of the Pleasant Grove Creek Wastewater Treatment Plant, the City anticipates discharging tertiary effluent into the creek. This effluent will meet all federal, State, and local standards prior to discharge. Surrounding industrial uses (e.g., Hewlett-Packard and NEC) could contribute levels of pollutants through urban runoff, as described below.

Urban Runoff

Development of the project site would result in the urbanization of currently undeveloped land. There are varied concentrations of pollutants carried in urban runoff. The pollutant concentration of urban runoff is typically highest during the first major rainfall event after the dry season. This event is known as the "first flush." The "first flush" can carry a variety of accumulated pollutants. Oil, grease, heavy metals, sediment, pesticide residues, and fecal coliform bacteria from roadways, parking lots, rooftops, and other surfaces are the primary pollutants in urban runoff. Runoff is

TABLE 4.2-1

**WATER QUALITY AND ORGANIC CHEMICAL RESULTS FOR WATER
SAMPLES COLLECTED OCTOBER 20, 1998, FEBRUARY 9, 1999,
AND MAY 3, 1999, PLEASANT GROVE CREEK, ROSEVILLE, CALIFORNIA**

Constituents	October 20, 1998		February 9, and May 3, 1999	
	MDL (ug/L)	Result (ug/L)	MDL (ug/L)	Result (ug/L)
VOCs				
Benzene	0.5	ND	0.5	ND*
Toluene	0.5	ND	0.5	ND*
Ethylbenzene	0.5	ND	0.5	ND*
Xylenes, total	0.5	ND	0.5	ND*
Other VOCs	0.50-20	ND	0.50-1	ND*
SVOCs				
Benzoic Acid	1	1.1	1	ND*
Diethylphthalate	0.1	0.29 U	0.1	0.30 U*
Di-n-butylphthalate	0.2	0.26	0.2	0.20 U*
Bis(2-ethylhexy)phthalate	0.2	2.3	0.2	0.20 U*
Other SVOCs	0.10-5.0	ND	0.10-5.0	ND*
Dioxin				
2,3,7,8-TCDD	0.0000062	ND UJ	0.0000052	ND
Pesticides and PCBs				
Organochlorine pesticides and PCBs	0.010-0.20	ND	0.05-5.0	ND
Other				
Oil and Grease	NA	NA	5.0	ND
Cyanide	5.0	ND	5.0	ND
Water Quality Parameters				
Alkalinity, total	1	53	1	29
Total Dissolved Solids	3	145	3	50
Hardness, total	5	61	5	36
pH (pH units)	N/A	7.25	N/A	6.9 J
Electrical Conductivity (umhos/cm)	5	220	5	77
MBAS (Surfactants)	0.02	ND	0.02	ND UJ
Calcium	5	18	5	10
Magnesium	1	3.8	1	2.8
Potassium	0.5	4.3	0.5	2.1
Sodium	8	16	8	ND
Chloride	1	24	1	3
Sulfate	2	13	2	3.7
Nitrate	1	ND	1	1.8 J
Fluoride	0.1	0.38	0.1	ND
May 3, 1999 sampling results.				
Notes: N/A - not applicable		J - Detected concentration is estimated		
NA - not analyzed		UJ - Non-detected result is estimated		
ND - not detected above MDL		U - Not detected due to quality control review		
MDL - Method Detection Limit				
Source: Entrix, Inc., Pleasant Grove Creek Review of Quality Assurance and Quality Control of Sample Analysis, September 1999.				

TABLE 4.2-2

**METAL RESULTS FOR WATER SAMPLES COLLECTED
OCTOBER 20, 1998 AND FEBRUARY 9, 1999
PLEASANT GROVE CREEK, ROSEVILLE, CALIFORNIA**

Metals	MDL ug/L	October 20, 1998		February 9, 1999*	
		Un-filtered ug/L	Filtered ug/L	Unfiltered ug/L	Filtered ug/L
Antimony	1.0	ND	ND	ND	ND
Arsenic	1.0	1.4	1.2	2.5	1.3
Beryllium	0.20	ND	ND	1.0	0.58
Cadmium	0.20	0.20	ND	0.29	ND
Chromium	1.0	2.3	ND	21	5.4
Cobalt	1.0	ND	ND	NA	NA
Copper	1.0	22	7.1	20	5.3
Iron	50	300	61	22,000	NA
Lead	1.0	ND	ND	6.8	2.5
Manganese	1.0	24	11	800	NA
Mercury	0.020	ND	ND	0.061	0.025
Nickel	1.0	2.6	ND	14	5.4
Selenium	0.25	ND	ND	ND	ND
Silver	0.10	ND	ND	0.13	0.12
Thallium	0.50	ND	ND	ND	ND
Zinc	1.0	48	8.5	45	31

May 3, 1999 sample not analyzed for metals.
Notes:
NA - not analyzed
ND - not detected above MDL
MDL - Method Detection Limit
Source: Entrix, Inc., Pleasant Grove Creek Review of Quality Assurance and Quality Control of Sample Analysis, September 1999.

most commonly deposited into waterways next to paved surfaces. Pollutant concentrations in urban runoff are extremely variable and are dependent upon storm intensity, land use, elapsed time since the previous storm, and the volume of runoff.

4.2.3 REGULATORY SETTING

Drainage

The Placer County Flood Control District (PCFCD) develops regional strategies for flood control management in Placer County. The PCFCD consists of several municipalities including Roseville, Rocklin, and Lincoln. Drainage designs and practices must conform with the Storm Water Management Manual of the PCFCD.

Surface Water Quality Regulations

The State of California Water Resources Control Board (SWRCB) has established water quality standards as required by Section 303 of the Clean Water Act (CWA) and the Porter-Cologne Water Quality Control Act. The Water Quality Control Plan, or Basin Plan, prepared by the Central Valley Regional Water Quality Control Board (CVRWQCB), specifies water quality standards and objectives for the Sacramento River and its tributaries (including the American River, Pleasant Grove Creek, Curry Creek, Dry Creek, and Kaseberg Creek). The Roseville area falls within the jurisdiction of the CVRWQCB, and the Basin Plan for the Central Valley Region (Region 5).

Beneficial uses for California's surface waters are designated by the State in Basin Plans for the various regions (or basins) throughout the State. Beneficial uses for the Sacramento River include municipal and domestic supply, agricultural supply, recreation, and aquatic and wildlife habitat. Because it is a tributary to the Sacramento River, these beneficial uses also apply to Pleasant Grove Creek. The Basin Plan's list of water quality-limited segments does not include Pleasant Grove Creek.

EPA Stormwater Discharge Permitting Regulations

The CWA prohibits the discharge of pollutants to navigable waters from a point source unless authorized by a National Pollutant Discharge Elimination System (NPDES) permit. With respect to pollutants in stormwater discharges, the CWA only requires two sizes of municipalities, large (population 250,000 or above) and medium (population 100,000 to 250,000), certain industrial activities, and certain construction activities to obtain permit coverage. The City of Roseville is currently not large enough to require that a municipal NPDES stormwater discharge permit be obtained. Once the City of Roseville's population exceeds 100,000 people or if development includes particular industrial uses, a NPDES permit would be required to regulate stormwater discharges.

The NPDES permit requires the use of Best Management Practices (BMPs). The primary objective of the BMPs is to reduce non-point source pollution into waterways. These practices include structural and source control measures for residential and commercial areas, and BMPs for construction sites. Components of the BMPs include:

- Maintenance of structures and roads,
- Flood control management,
- Comprehensive development plans,
- Erosion control ordinances,
- Inspection and enforcement procedures,
- Educational programs for toxic material and oil control, and
- Reduction of pesticide use.

California General Construction Activity Stormwater Permit

General stormwater discharge permits are required by the State for stormwater discharges associated with construction activities involving the disturbance of five acres or more. Construction on sites of fewer than five acres requires a permit if part of a larger development or land sale. Landowners are responsible for obtaining and complying with the permits, but may delegate specific duties to developers and contractors by mutual consent. The proposed project would be required to obtain a General Construction Activity Stormwater Permit.

Permit applicants are required to prepare, and retain at the construction site, a Stormwater Pollution Prevention Plan (SWPPP) which describes the site, erosion and sediment controls, means of waste disposal, implementation of approved local plans, control of post-construction sediment and erosion control measures and maintenance responsibilities, and non-stormwater management controls. Dischargers are also required to inspect construction sites before and after storms to identify stormwater discharge from construction activity, and to identify and implement controls where necessary.

City of Roseville General Plan Policies

The City of Roseville General Plan contains goals and policies that are designed to protect water resources. These can be found in Appendix C.

4.2.4 IMPACTS

Method of Analysis

Runoff calculations for the proposed project were estimated by project engineers for the annexation area.¹ This information has been compared to existing conditions to determine if proposed development could result in an increase in surface water runoff over that which currently exists.

Runoff calculations for the contiguous parcels were not prepared because the industrial uses on these parcels are entitled for development and the environmental impacts have been previously analyzed under the City's General Plan. Therefore, no new development would occur in the contiguous parcels under the proposed project that has not already been considered.

As noted in the Setting, site-specific surface water quality data are limited; therefore, water quality has been evaluated qualitatively in general terms based on past and present land uses. The effectiveness of State and federal regulations to mitigate identified impacts has been discussed.

Standards of Significance

For the purpose of this EIR, impacts are considered significant if the proposed project would:

- Substantially alter the existing drainage pattern of the site or area, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site;
- Substantially alter the existing drainage pattern of the site or area, in a manner that would result in substantial erosion or siltation on- or off-site; or
- Violate any water quality standards or waste discharge requirements or otherwise substantially degrade water quality.

Project-Specific Impacts

IMPACT 4.2-1:	Increase in the rate of stormwater runoff.
SIGNIFICANCE:	Less than significant
MITIGATION MEASURE:	None required.

The project site is currently undeveloped. The proposed project would develop approximately 72 acres of the project site, within the annexation area. The project would increase the amount of impervious surface coverage over that which currently exists. This increase in the amount of impervious surface coverage would increase the rate of surface runoff entering Pleasant Grove Creek and its tributaries. In addition, development and grading would alter the existing runoff patterns and conveyance capacities on the properties. Increased flows and altered drainage patterns could increase the potential for localized and regional flooding on-site and upstream and downstream of the project area.

The rate of runoff for a 100-year storm from the annexation area is estimated to increase from approximately 67 cubic feet per second (cfs) to 140 cfs when the site is built out as proposed (as shown in Table 4.2-3). Location PL5C+ is located on the project site, and the remainder of the locations are downstream of the site. Similar increases would occur with both lesser and greater floods.

It should be noted that the proposed project would re-zone approximately 21 acres of existing light industrial land on the contiguous parcels to open space. Because these parcels had been assumed for development in the General Plan, the open space designation could result in a slight reduction in the rate of runoff compared to General Plan assumptions.

An increase in the rate of runoff from the annexation area does not necessarily mean an increase in downstream flows would occur. The impact of a particular development on downstream peak flows depends on the project's location in the larger Pleasant Grove Creek watershed. Generally, developments in the lower portions of the watershed do not contribute to peak flows because runoff from these locations tend to pass downstream ahead of the largest concentration of runoff from the upstream watershed. Conversely, projects closer to the center in the upper areas of the watershed tend to increase peak runoff.

TABLE 4.2-3
SUMMARY OF RESULTS
BASE (1989) VS PROPOSED PROJECT

Location	Drainage Area Sq Mi	Flows, cfs								
		100-Year Flood		10-Year Flood		2-Year Flood		Differences		
		Base	Project	Base	Project	Base	Project	100-Year Flood	10-Year Flood	2-Year Flood
PL5C+	13.83	3,855	3,778	2,183	2,147	928	909	-77	-36	-19
PL5F+	14.77	4,064	3,984	2,325	2,286	1,014	992	-80	-39	-22
PL5G+	16.53	4,158	4,090	2,438	2,405	1,121	1,101	-68	-33	-20
PL@SB	22.83	5,977	5,907	3,323	3,291	1,505	1,485	-70	-32	-20
PL9+	27.56	7,238	7,170	3,997	3,973	1,778	1,758	-68	-24	-20
PL10B+	29.46	7,432	7,371	4,182	4,163	1,872	1,854	-61	-19	-18
PL10D+	37.02	8,258	8,216	4,693	4,681	2,117	2,104	-42	-12	-13
PL11+	41.34	8,768	8,732	5,012	5,003	2,290	2,278	-36	-9	-12
PL12+	43.01	8,794	8,764	5,030	5,023	2,334	2,324	-30	-7	-10
PL13+	44.94	8,749	8,727	5,003	5,000	2,383	2,375	-22	-3	-8
PL14+	46.60	8,677	8,662	4,957	4,957	2,413	2,407	-15	0	-6

SOURCE: Dennis Huff, Consulting Engineer, March 2000.

The project site is located in the lower portion of the Pleasant Grove Creek, so, although the proposed project would increase in stormwater runoff, future 100-year and smaller flood peak flow rates at each location along Pleasant Grove Creek would be slightly reduced due to a change in runoff timing (see Table 4.2-3). The release of runoff would be timed so that the water from various portions of the watershed pass through certain points of the creek at different times and result in a decrease in the rate of stormwater runoff. Thus, runoff timing would be more critical in decreasing the rate of stormwater runoff than the volume of water, and this impact would be less than significant.²

IMPACT 4.2-2: Increase in on-site and off-site water surface elevations.
SIGNIFICANCE: Less than significant
MITIGATION MEASURE: None required.

As discussed in Impact 4.2-1, the proposed project would increase the amount of impervious surface coverage over that which currently exists. This increase in the amount of impervious surface coverage would increase the volume of surface runoff entering Pleasant Grove Creek and its tributaries. In addition, development and grading would alter the existing runoff patterns and conveyance capacities on the properties. Increased flows and altered drainage patterns could

increase the potential for localized and regional flooding on-site and upstream and downstream of the project area. It should be noted that the contiguous parcels are entitled for development and the impacts to increases in water surface elevations have been previously analyzed under the City's General Plan, and assumed for development in design and sizing of the City's retention facility. Since the project would re-zone approximately 21 acres of existing light industrial land on the contiguous parcels to open space, impacts associated with increases in water surface elevations could be less in magnitude than previously assumed.

Increased water surface elevations are of particular concern for Sutter County, which is subject to flooding along the downstream portion of Pleasant Grove Creek. If the proposed project substantially increased the volume of runoff in Pleasant Grove Creek, downstream areas, including Sutter County, would experience more severe flooding. A study prepared in 1993 concluded that all planned future development in Placer County, if unmitigated, could increase flows by less than 0.3 foot along tributary streams and approximately 0.1 foot in the ponding area upstream of the Cross Canal. These increases would inundate several hundred additional acres in Sutter County during a major flood.³ However, the proposed project would contribute only a small portion to these increases in flood elevation.

Although the amount of runoff generated by the proposed project would be minimal, the City of Roseville requires that the project applicant contribute their fair share toward a regional flood control strategy through payment of the Pleasant Grove Drainage Fee. This strategy would retain stormwater and mitigate for increased volumes of stormwater. The size of the retention facility and drainage fees to be paid by the project applicant will be determined by the Drainage Master Plan that is currently being prepared for the City by an engineering firm, Civil Solutions. The plan currently does not assume development of the proposed project. However, the City of Roseville requires the applicant to update the Drainage Master Plan. The size of the retention facility will be designed in accordance with the conclusion of the Drainage Master Plan (as amended) to adequately mitigate the City's contribution to on-site and off-site water elevations within Pleasant Grove Creek, which will then include the proposed project after the update.⁴ Therefore, the increase in on-site and off-site water surface elevations would be adequately mitigated and this impact would be less than significant.

Impact 4.2-3:	Construction and occupancy of the proposed project could result in degraded water quality.
SIGNIFICANCE:	Less than significant
MITIGATION MEASURE:	None required.

Implementation of the proposed project would result in grading of the 72 acres of the annexation area for construction of roadways, building pads, structures and other facilities. Construction activities associated with project development would disturb more than five acres, so contractors would be required by State law to obtain and comply with the State General Construction Activity Stormwater Permit. This would prevent or reduce any adverse water quality impacts due to construction. In addition, project construction would be required to comply with the City's Improvement Standards, which require an Erosion Control Plan be prepared and retained on-site.

The primary sources of stormwater pollution from urban development include roadways, automobiles, landscaping, industrial activities, accidental spills and illegal dumping. It is anticipated that runoff from the proposed project would be typical of urban runoff water quality for the identified uses. Runoff from light industrial uses (including roadway and parking lot areas) generally contain oil, grease, and heavy metals. Runoff from landscaped areas could contain high concentrations of nutrients, i.e. fertilizers and pesticides. Open space uses would not be expected to contribute high levels of urban contaminants because they would remain in a relatively undeveloped state (similar to pre-development conditions).

As stated in the Setting and in the Method of Analysis sections, specific receiving water quality data are limited for Pleasant Grove Creek; therefore, a qualitative comparison of pre-development versus project operation water quality effects is presented. Project-generated contaminants that could be present in urban stormwater runoff, as described above, could incrementally contribute to contaminants that could be present in Pleasant Grove Creek, which could adversely affect surface water quality. It is unlikely, however, that the proposed project's contribution would result in a violation of water quality objectives or substantially degrade water quality, because of regulatory requirements and the implementation of several water-quality protection measures, which are described in greater detail below.

The reduction of stormwater discharge pollutants to the maximum extent practicable (MEP) through the use of BMPs is the primary objective of the water quality regulations, including the municipal stormwater permit program, and the Basin Plan as described in the setting. Implementation of BMPs would help meet any stormwater discharge water quality requirements imposed on the City in the future.

Consistent with the General Plan, development of the proposed project would incorporate a system to control post-construction stormwater pollution. Both non-structural and structural BMPs would be implemented to assure effective water quality control. Structural measures could include procedures such as perimeter controls, diversion channels, sedimentation collection systems, and soil stabilization. In addition, the proposed project would comply with the State General Construction Activity Stormwater Permit and prepare a Stormwater Pollution Prevention Plan to manage urban stormwater runoff. The proposed project would also be required to comply with the Clean Water Act, and the Porter-Cologne Water Quality Control Act to help maintain existing water quality. Compliance with the above-mentioned regulations would also further reduce impacts on aquatic species.

Implementation of General Plan policies and applicable federal and State water quality protection regulations would ensure that water quality impacts associated with urban development would be less than significant.

4.2.5 MITIGATION MEASURES

None required.

ENDNOTES

1. Dennis Huff, Consulting Engineer, Foothills Business Park Offsite Flood Impacts, March 30, 2000.
2. Dennis Huff, Consulting Engineer, Foothills Business Park Offsite Flood Impacts, March 30, 2000.
3. Placer County Flood Control and Water Conservation District, *Auburn Ravine, Coon, and Pleasant Grove Creeks Flood Mitigation*, June 1993, page ES-3.
4. Mike Dour, City of Roseville Planning Department, personal communication, May 30, 2000.

4.3 BIOLOGICAL RESOURCES

4.3 BIOLOGICAL RESOURCES

4.3.1 INTRODUCTION

The proposed project would change the existing biotic environment that characteristics the project site. The Initial Study prepared for the proposed project concluded that impacts on biological resources could not be focused out of the EIR. Therefore, all checklist items associated with biological resources are addressed in this section of the EIR.

The environmental setting was based on a review of numerous environmental documents for the general area and biological studies prepared for the proposed project. Special-status species that could occur within the project site were determined from previous documents prepared for Phase 1, 2, and 3 of the North Roseville Specific Plan (NRSP) and nearby lands, the California Natural Diversity Database (CNDDDB), and the California Native Plant Society Electronic Inventory (CNPS).

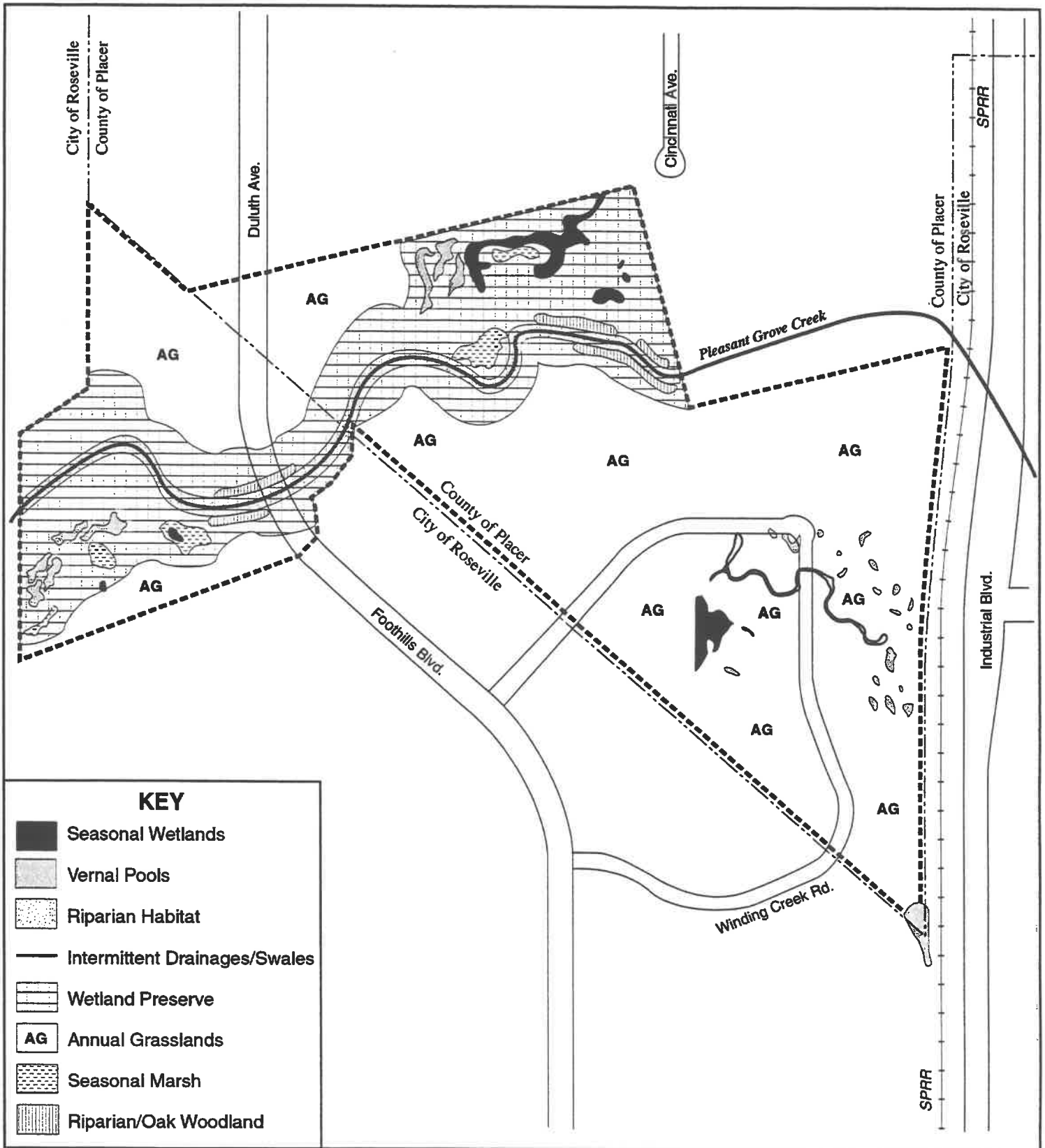
4.3.2 ENVIRONMENTAL SETTING

The project site is located on the eastern edge of the Great Central Valley province, on the western slopes of the foothills of the Sierra Nevada. The project site consists primarily of annual grasslands, and Pleasant Grove Creek. Some wetlands are also present, particularly on the PG&E parcel and within areas designated as open space (see Figure 4.3-1).


Within the annexation area there are two portions that have been surveyed at different times. These areas are referred to in this section as Parcel 3 and the PG&E parcel, consistent with the delineations that were performed.

The portion of Parcel 3 that is proposed for development is partially graded, and contains remnant patches of annual grasslands. The majority of the wetlands on Parcel 3 were filled in 1994, and a 0.71 acre drainage swale was filled September of 1999. All wetlands have been filled on the portion of Parcel 3 proposed for industrial zoning. The remainder of Parcel 3 (19 acres) has been set aside in perpetuity as a wetland preserve area to partially mitigate for previous wetland impacts on Parcel 3 and a portion of the contiguous parcels, as well as other surrounding parcels owned by the applicant (outside of the project site). The wetland preservation area consists of rolling annual grassland, oak trees, Pleasant Grove Creek, and seasonal wetlands.

The PG&E parcel consists of annual grasslands and approximately 1.17 acres of vernal pools, seasonal wetlands, and drainage swales which have not been filled.





KEY

-  Seasonal Wetlands
-  Vernal Pools
-  Riparian Habitat
-  Intermittent Drainages/Swales
-  Wetland Preserve
-  Annual Grasslands
-  Seasonal Marsh
-  Riparian/Oak Woodland

10358 Site



-  Project Site Boundary
-  Roseville City Limits



SOURCE: Sugnet & Associates, 1993, 1999; EIP Associates, May 2000.

Figure 4.3-1

Biological Habitats on the Project Site

The habitat acreages for the annexation area are shown in Table 4.3-1. The contiguous parcels are primarily annual grasslands. Wetlands are present within the 24-acre area that is proposed to be redesignated as open space (see Figure 4.3-1).

Habitat	Estimated Acreage	
	Annexation Area	Contiguous Parcels
General		
Annual Grassland	73.0	8
Wetland Preserve	19.0	24
Wetlands (Outside Preserve)		
Vernal Pools	0.75	
Seasonal Wetlands	0.28	
Drainage Swale	0.14	
Source: Sugnet & Associates, 1998-1999.		

Terrestrial Habitats

Annual Grassland

Non-native annual grassland habitat is characterized by non-native annual grasses and forbs. Dominant species within the project site include rip-gut brome (*Bromus diandrus*), wild oat (*Avena fatua*), yellow star thistle (*Centaurea solstitialis*), and medusahead grass (*Taeniatherum caput-medusae*).

Many wildlife species use annual grassland habitat for all or part of their life cycle, but some require special habitat features, such as cliffs, caves, ponds, or woody plants for breeding, resting, and escape cover. Mammal species typically found in annual grassland habitat include California vole (*Microtus californicus*), striped skunk (*Mephitis mephitis*) deer mouse (*Peromyscus maniculatus*), Bottae's pocket gopher (*Thomomys bottae*), California ground squirrel (*Spermophilus beecheyi*), and coyote (*Canis latrans*).

Typical annual grassland birds include western meadowlark (*Sturnella neglecta*), mourning dove (*Zenaidura macroura*), western kingbird (*Tyrannus verticalis*), and Brewer's blackbird (*Euphagus cyanocephalus*). Grassland rodent populations provide foraging opportunities for birds-of-prey such as white-tailed kite (*Elanus leucurus*), American kestrel (*Falco sparverius*), northern harrier (*Circus cyaneus*), red-tailed hawk (*Buteo jamaicensis*), Swainson's hawk (*Buteo swainsoni*), western burrowing owl (*Athene cunicularia hypugea*), and great-horned owl (*Bubo virginianus*). Several California special-status species use annual grasslands during at least part of their life cycles. As

an example, California tiger salamander (*Ambystoma californiense*) and western spadefoot (*Scaphiopus hammondi*) breed in vernal pools and perennial wetlands, but retreat to uplands (generally grasslands) for the remainder of the year. Northern harriers and American badgers both forage and breed in grassland habitat.

Wetlands

Vernal Pools and Seasonal Wetlands

Vernal pools are ephemeral wetlands that form in shallow depressions underlain by a substrate near the surface that restricts the percolation of water. These depressions fill with rainwater during the fall and winter and can remain inundated until spring or early summer, sometimes filling and evaporating numerous times during the rainy season. Vernal pools are generally recognized by a flowering community dominated by characteristic wetland plants. Wetland species within the vernal pools found on the project site could include annual hairgrass (*Deschampsia danthonoides*), downingia (*Downingia* spp.), Vasey's coyote thistle (*Eryngium vaseyi*), Bogg's Lake hedge-hyssop (*Gratiola heterosepala*), Ahart's dwarf rush (*Juncus leiospermus* var. *aharti*), Green's legumere (*Legumere limosa*), slender orcutt grass (*Orcuttia tenuis*), Sacramento orcutt grass (*Orcuttia viscida*), and slender popcorn flower (*Plagiobothrys stipitatus*). Invertebrates that could potentially occur in vernal pools on the project site (PG&E parcel) include the vernal pool fairy shrimp (*Branchinecta lynchi*) and vernal pool tadpole shrimp (*Lepidurus packardii*).

Seasonal wetlands are distinguished from vernal pools in that they contain a greater abundance of facultative wetland and grassy species, are generally not underlain by a restrictive layer, and may not be inundated for as long as vernal pools. The distinction between vernal pools and seasonal wetlands is often unclear - the final determination of the type of wetland can often be dependant upon the verification of the United States Corps of Engineers (USCOE). The extent to which special-status plant and animal species can use these habitats is variable, but, conservatively, any species present in vernal pools could be present in seasonal wetlands. Plant species commonly found in seasonal wetlands (and drainage swales) include perennial ryegrass (*Lolium perenne*), curly dock (*Rumex crispus*), Mediterranean barley (*Hordeum marinum*), and hyssop loosestrife (*Lythrum hyssopifolium*).

Wetland Delineations and Permits

A wetland delineation was verified by the USCOE for the Parcel 3 property on June 7, 1993 and a Nationwide Permit 26 was issued on August 26, 1993 (NW26 #199300388) to authorize the fill of wetland areas. The majority of wetlands within the Parcel 3 property that were authorized for fill were filled during August 1994. However, a 0.71 acre drainage swale that flowed across Parcel 3 was not filled at that time. A new Nationwide Permit 26 to fill this drainage swale was issued on September 1, 1998 (NW26 #199800286) The swale was filled in September 1999. A field visit to the project site on March 30, 2000 confirmed that swale has been filled. All of the completed and anticipated impacts to the drainage swale were mitigated in 1993 and 1994 as part of the compensation for other wetlands that were filled on Parcel 3. Wetland mitigation for Parcel 3 included preservation, compensation, and the purchase of credits from a wetland mitigation bank.

Parcel 3 has also received Regional Water Quality Control Board certification and a Streambed Alteration Agreement from the California Department of Fish and Game (CDFG).

In October, 1999, a wetland delineation was conducted on the PG&E parcel and a total of 1.17 acres of jurisdictional waters were mapped. At the time of this analysis, the wetland delineation for the PG&E property had been field-verified by the USCOE, but the required wetland impact permits have not been obtained.

Special-Status Species

For the purposes of this section, special-status species include those that are listed as rare, threatened, or endangered by the California Department of Fish and Game (CDFG) or the U.S. Fish and Wildlife Service (USFWS); most species that are candidates for either state or federal listing; species designated as "fully protected" or "species of special concern" by CDFG; species that can be shown to meet the criteria for "endangered" or "rare" in Section 15380 subsection (b) of the CEQA guidelines; and some other species that are tracked by the California Natural Diversity Database or California Native Plant Society, but do not fall into any of the categories cited above. Only species that are listed as threatened or endangered require mitigation under the State and Federal Endangered Species Acts. Other special-status species are considered as indicators of overall diversity and ecological conditions, because they can be considered "rare" under the definition presented in Section 15380 of the CEQA Guidelines.

Plants

No special-status plant species have been observed on the project site. Several federal or State-listed plant species could occur in the habitats found on the site, although surveys conducted for wetlands delineations detected none. State and federal listed species that could occur on the project site are briefly described below.

Dwarf downingia (*Downingia pusilla*). Status: CNPS 1B. The dwarf downingia grows in vernal pools and is known from the San Francisco Bay Area, Central Valley and possibly elsewhere. Flowering occurs March through May. Habitat suitable for dwarf downingia occurs within the project site.

Bogg's Lake Hedge hyssop (*Gratiola heterosepala*). Status: State-listed endangered, CNPS 1B. *Gratiola heterosepala* can be found in vernal pools and on lake margins. Blooming period is from April through June. It occurs in the Sacramento Valley, the Sierra foothills, and ranges to the Modoc Plateau. Suitable habitat occurs on the project site.

Legenere (*Legenere limosa*). Status: CNPS 1B. Legenere flowers May through June. Legenere typically occurs in deep seasonal wetlands, such as vernal pools, seasonal swales, and ephemeral drainages that contain water for long periods during spring. Under these wet conditions, legenere forms dense mats. Legenere has become restricted in distribution as a result of habitat conversion and associated disturbance (e.g. degradation of wetland hydrology through plowing, grading, or

grazing). *Legenere* is known to occur sporadically from Red Bluff in the north to Merced County in the south. Suitable habitat is present on the project site.

Sacramento Orcutt grass (*Orcuttia viscida*). Status: Federal endangered, State-listed endangered, CNPS 1B. Sacramento County has seven known locations of this Orcutt grass. It blooms May through June in vernal pools and the project site has suitable habitat to find this plant.

Slender orcutt grass (*Orcuttia tenuis*). Status: Federal threatened, State-listed endangered, CNPS 1B. Slender orcutt grass grows in vernal pools and flowers from May through July. This grass could be found on the project site.

Sanford's arrowhead (*Sagittaria sanfordii*). Status: CNPS list 1B. Sanford's arrowhead is a tuberous, perennial herb of fresh emergent wetlands that occurs in marshes and swamps throughout the Central Valley and North Coast Range (CNPS), and blooms May through August. Potential habitat is found within the wetland areas in the project site.

Threatened and Endangered Animals

Listed animal species that could occur within the project site are shown in Table 4.3-2. The only species with federal or state-listed status are the vernal pool fairy shrimp, vernal pool tadpole shrimp, valley elderberry longhorn beetle, and Swainson's hawk. The listed species are discussed below.

Invertebrates

Vernal Pool Fairy Shrimp (*Branchinecta lynchi*) and Vernal Pool Tadpole Shrimp (*Lepidurus packardii*) The vernal pool fairy shrimp and the vernal pool tadpole shrimp are federally-threatened and federally-endangered species, respectively. The 0.71-acre jurisdictional water of the U.S. that was recently present within Parcel 3 was best characterized as a swale that carried water during significant rain events, making it unsuitable as potential habitat for the vernal pool fairy shrimp or the vernal pool tadpole shrimp. The vernal pools and seasonal wetlands on Parcel 3 that were filled in 1994 were occupied by vernal pool crustaceans (vernal pool fairy shrimp and California linderiella - Sugnet & Associates, 1993). However, at the time of fill, these animals were not listed as either threatened nor endangered, and specific mitigation was not required. As discussed above, however, all of the anticipated impacts to the wetlands on Parcel 3 were mitigated for in 1993 and 1994, including the creation of new vernal pools and the purchase of credits from a mitigation bank, both of which may have reduced the magnitude of this impact.

Habitat for federally-listed vernal pool crustaceans does still exist on the PG&E property and in the wetland preserve area within the vernal pools and the seasonal wetlands. Considering the proximity of the PG&E parcel to Parcel 3, and the historic occurrences of vernal pool crustaceans on Parcel 3, it is highly probable that federally-listed vernal pool crustaceans occur within the vernal pools and seasonal wetlands on the PG&E parcel.

TABLE 4.3-2

SPECIAL-STATUS ANIMAL SPECIES POTENTIALLY OCCURRING ON AND WITHIN THE VICINITY OF THE PROJECT SITE OBSERVED IN THE NORTH ROSEVILLE AREA

Common Name	Scientific Name ¹	Status ² (Fed/CA/CNPS)	Season ³	Primary Habitat ⁴	Likelihood Of Occurrence
PLANTS					
Boggs lake hedge-hyssop	<i>Gratiola heterosepala</i>	CE,4		Fresh water marshes; vernal pools	Moderate.
INVERTEBRATES					
Vernal pool fairy shrimp	<i>Branchinecta lynchi</i>	T/-	Resident	Vernal pool	High. Vernal pools are present on the PG&E parcel. This species has been observed in the adjacent parcels in the Foothills Business Park.
Vernal pool tadpole shrimp	<i>Lepidurus packardii</i>	FE	Resident	Vernal pool	Moderate. Vernal pools are present on the PG&E parcel.
BIRDS					
White-tailed kite	<i>Elanus leucurus</i>	(Nesting)	Resident	Woodland/grassland/marshes	Moderate. Potentially suitable breeding habitat in the oak trees along Pleasant Grove Creek. May forage in the grasslands on the project site.
Northern harrier	<i>Circus cyaneus</i>	-/CSC	Resident	Nests in freshwater marsh; forages in grasslands	Moderate.
Cooper's hawk	<i>Accipiter cooperi</i>	-/CSC (Nesting)	Resident	Woodland habitats	Moderate. Potentially suitable breeding habitat in the oak trees along Pleasant Grove Creek. May forage in the grasslands on the project site.

TABLE 4.3-2

SPECIAL-STATUS ANIMAL SPECIES POTENTIALLY OCCURRING ON AND WITHIN THE VICINITY OF THE PROJECT SITE OBSERVED IN THE NORTH ROSEVILLE AREA

Common Name	Scientific Name¹	Status² (Fed/CA/CNPS)	Season³	Primary Habitat⁴	Likelihood Of Occurrence
Swainson's hawk	<i>Buteo swainsoni</i>	-/T	Summer	Nests in riparian trees; forages in open fields	Moderate. Potentially suitable breeding habitat in the oak trees along Pleasant Grove Creek. May forage in the grasslands on the project site.
Loggerhead shrike	<i>Lanius ludovicianus</i>	--/CSC	Resident	Various open habitats	Moderate.

TABLE 4.3-2

**SPECIAL-STATUS ANIMAL SPECIES POTENTIALLY OCCURRING ON AND WITHIN THE VICINITY OF THE PROJECT
SITE OBSERVED IN THE NORTH ROSEVILLE AREA**

Common Name	Scientific Name ¹	Status ² (Fed/CA/CNPS)	Season ³	Primary Habitat ⁴	Likelihood Of Occurrence
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NOTES:

¹Scientific names are based on the following sources: AOU 1986, Jennings 1983, Hickman 1993, Zeiner *et al.* 1990.

²Status - Status of species relative to the Federal and California State Endangered Species Acts and Fish and Game Code.

Fed - Federal status.

E - Federally listed as endangered.

T - Federally listed as threatened.

PE - Proposed endangered.

PT - Proposed threatened.

C - Candidate species comprise taxa for which the USFWS currently has substantial information on hand to support the biological appropriateness of proposing to list as endangered or threatened. Proposed rules have not yet been issued because they have been precluded at present by other listing activity.

CA - California status.

E - Species whose continued existence in California is jeopardized.

T - Species that although not presently threatened in California with extinction, is likely to become endangered in the foreseeable future.

CSC - California Department of Fish and Game "Species of Special Concern". Species with declining populations in California.

FP - Fully protected against take pursuant to the Fish and Game Code.

- - No California or federal status.

CNPS - California Native Plant Society Listing (does not apply to wildlife species).

1B - Plants, rare, threatened or endangered in California and elsewhere and are rare throughout their range. All of the plants constituting List 1B meet the definitions of Sec. 1901, Chapter 10 (Native Plant Protection) of the California Department of Bald Eagle Protection Act and Fish and Game Code Sec. 3503.3 and are eligible for state listing.

3 - Plants about which we need more information-a review list. List 3 is an assemblage of taxa that have been transferred from other lists or that have been suggested for consideration. Information that would allow an assignment to one of the other lists or to reject them is lacking.

4 - Plants of limited distribution-a watch list. Plants in this category are of limited distribution in California and their vulnerability or susceptibility to threat appears low at this time. However, they are uncommon enough that their status should be monitored regularly.

³Season - Blooming period for plants. Season of use for animals.

⁴Primary habitat - Most likely habitat association.

⁶Present on site:

O - Observed onsite.

R - Recorded onsite.

S - Suitable habitat onsite.

U - Unsuitable habitat onsite.

SOURCE: California Dept. of Fish and Game, *California Natural Diversity Database*, 1995; California Native Plant Society, *Electronic Inventory of Rare and Endangered Vascular Plants of California*, March 1994, US Fish and Wildlife Service, *Endangered and Threatened Wildlife and Plants. Federal Register February 28, 1996.*

Valley Elderberry Longhorn Beetle (*Desmocerus californicus dimorphus*) The Valley elderberry longhorn beetle (VELB) is a federally-threatened species found in remnants of riparian and elderberry savanna habitats in the Central Valley and foothill locations. The beetle's larval food plants are mainly elderberry shrubs (*Sambucus* spp.), primarily *S. mexicana* and *S. racemosa* var. *microbotrys*. No elderberry shrubs were located on the Parcel 3 property. A site visit to the PG&E parcel on March 30, 2000 also failed to document the presence of elderberry shrubs.

Birds

Swainson's Hawk (*Buteo swainsoni*) Swainson's hawk is listed as a state-threatened species. This finding was based on the sharp reduction in riparian woodlands and forests experienced over the state in the last 100 years, and the consequent reduction in Swainson's hawks, which use riparian woodlands for nesting. Swainson's hawks are open country birds, which foraging in grasslands and agricultural fields, especially after discing or harvest. Swainson's hawk can foraging as much as 20 miles from the nest. Swainson's hawk has the potential to nest in the large native oak trees along Pleasant Grove Creek and/or forage on-site in the annual grasslands. There are no recorded nesting occurrences for this species on-site, however.

Other Special-Status Animals

The following species are not listed as threatened or endangered species by the federal or State governments, but require analysis because they are fully-protected species under State or federal laws or regulations, or because they are species for which there is evidence that they could meet the definition of rare contained in Section 15380 of the CEQA Guidelines. Candidate species (those which are being evaluated for eligibility for listing under state or federal endangered species laws) are included because, due to their status, they could be elevated to State or federal endangered or threatened status prior to completion of the development of the proposed project.

White-tailed Kite (*Elanus leucurus*) is a "fully protected" raptor in California. White-tailed kites feed on rodents, small reptiles, and large insects in fresh emergent wetlands, annual grasslands, pastures, and ruderal vegetation. They breed between February and October. Unlike other raptors, kites often roost, and occasionally nest, communally; therefore, disturbance of a relatively small roost or nesting area could affect a large number of birds. White tail kites have been observed foraging in the NRSP area. However, This species was not observed during reconnaissance -level acreage of the project site.

Cooper's Hawk (*Accipiter cooperii*) is a State Species of Special Concern. Cooper's hawks breed between March and August. Usually they nest and forage in woodlands or riparian vegetation near water. This species was not observed during reconnaissance -level acreage of the project site.

Burrowing Owl (*Athene cunicularia*) is a State Species of Special Concern and a "fully-protected" raptor. It is also federally protected under the Migratory Bird Treaty Act (Federal Law 16 USC 703-711). Burrowing owls forage in open habitats for insects, mice, and small birds. They breed between March and August and frequently nest in ground squirrel burrows in berms along paved roads, dirt roads, and channels, and in ruderal vegetation or annual grassland. Suitable foraging

and potential nesting habitat for this species occurs on the project site. However, this species was not observed on the project site during reconnaissance-level survey.

Northern Harrier (*Circus cyaneus*) is a State Species of Special Concern. Northern harriers breed between April and September and nest on the ground in shrubby vegetation. They hunt in annual grasslands, pastures, fresh emergent wetlands, and some croplands. Suitable foraging and potential nesting habitat for this species occurs on the project site. However, this species was not observed on the project site during reconnaissance-level surveys.

Sharp-Shinned Hawk (*Accipiter striatus*), a State Species of Special Concern, can forage within the region during the winter. Within the general region, Sharp-shinned hawks forage in open habitats and roost in woodlands. This species was not observed within the project site. However, potential foraging habitat for this species exists throughout the grassland vegetation within the project site.

Loggerhead shrike (*Lanius ludovicianus*) is a State Species of Special Concern. Loggerhead shrikes occur in woodland and chaparral habitats throughout California. They feed primarily on insects or small rodents, which they hunt from grasslands adjacent to woodland areas. The shrike is also called "butcher bird" for its habit of impaling its prey on cactus thorns or barbed wire fences. Suitable foraging habitat occurs in the project site, although the species was not observed during field surveys.

Western spadefoot (*Scaphiopus hammondi*) is a State Species of Special Concern. Western spadefoot breed and lay eggs in vernal pools and seasonal wetlands throughout the Central Valley. After pools dry, the adults move into burrows in adjacent grassland and woodland areas. The potential for wester spadefoot to inhabit the project site is considered low because of marginal habitat.

Mammalian species that have the potential to occur on-site include the Townsend's big-eared bat, pallid bat, and the American badger. Suitable roosting habitat for the bat species is very limited due to the lack of large stands of woodland habitat and the absence of other potential roosting sites. The American badger is unlikely due to previous discing and farming practices, and no dens were located on-site during the field surveys for this project.

4.3.3 REGULATORY SETTING

Federal

U.S. Army Corps of Engineers

Under Section 404 of the Clean Water Act (1972), the U.S. Army Corps of Engineers (USCOE) has the authority to regulate activity that could discharge fill or dredge material or otherwise adversely modify wetlands or other waters of the U.S. Wetlands are defined by the federal government as "...those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas." This definition was developed for

the purpose of identifying wetlands subject to regulation under Section 404 of the Clean Water Act. Perennial and intermittent creeks are considered waters of the United States and are also within the regulatory jurisdiction of the USCOE.

The USCOE implements the federal policy embodied in Executive Order 11990, which, when implemented, is intended to result in no net loss of wetland values or acres. The USCOE prohibits filling jurisdictional waters of the U.S. without a permit issued by the USCOE under a Memorandum of Understanding with the Environmental Protection Agency. Most waters of the United States are defined by list (e.g., lakes, ponds, rivers) and the limits of jurisdiction determined at the ordinary high water level. Fills may be permitted by the issuance of an Individual Permit. Fills of less than one acre can be permitted through provisions of one or more general permits. The EPA Section 404 (b)(1) guidelines for the evaluation of mitigation and compensation proposals include the stipulation that avoidance of fills is the most preferred mitigation, followed by on-site compensation, then off-site compensation. Compensation ratios may be 1:1 or higher.

U.S. Fish and Wildlife Service

The United States Fish and Wildlife Service (USFWS) implements the Migratory Bird Treaty Act (16 USC Section 703-711), the Bald and Golden Eagle Protection Act (16 USC Section 668), and the Federal Endangered Species Act (FESA, 16 USC § 153 *et seq*). Projects that would result in adverse effects on any federally listed threatened or endangered species are required to consult with and mitigate through consultation with the USFWS. This consultation can be pursuant to either Section 7 or Section 10 of the Endangered Species Act, depending on the magnitude of involvement by the federal government. The objective of consultation under the Endangered Species Act is to determine whether the project would jeopardize a protected species, and what mitigation measures would be required to avoid jeopardizing the species.

"Take" under federal definition currently includes actions that involve harming or harassing a protected species, or "such acts as may include significant habitat modification or degradation" (50 CFR §17.3). Species that are identified as candidates for listing do not have the full protection of Endangered Species Act; however, the USFWS advises project applicants that a candidate species could be elevated to listed status at any time. For this reason, federal candidate species are addressed with special consideration in this document.

Federal Endangered Species Act

The Federal Endangered Species Act (ESA) prohibits the "take" of endangered or threatened wildlife species. Take is defined to include harassing, harming (includes significantly modifying or degrading habitat), pursuing, hunting, shooting, wounding, killing, trapping, capturing, or collecting wildlife species or any attempt to engage in such conduct (16 US Government Code 1532, 50 CFR 17.3). Actions that result in a take may result in civil or criminal penalties.

State

California Department of Fish and Game

The California Department of Fish and Game (CDFG) derives its authority from the Fish and Game Code of California. Species listed under the California Endangered Species Act (Fish and Game Code Section 2050 *et seq*) cannot be "taken" without adequate mitigation and compensation. At present, "take" means to hunt, pursue, catch, capture, or kill, or to attempt to do so. It should be noted that at this time, based on the most recent findings of the California Attorney General's Office, "take" does not prohibit indirect harm by way of habitat modification.¹ CDFG may implement endangered species protection by entering management agreements ("Section 2081 management agreements") with project proponents.

Fish and Game Code Section 3511 describes bird species, primarily raptors, which are "fully protected." Fully protected birds may not be taken or possessed except under specific permit. Section 3503 and 3503.5 of the code protects all birds and their eggs and nests.

Species of Special Concern (CSC) is a category conferred by CDFG for those species which are considered to be indicators of regional habitat changes, or are considered to be potential future protected species. Species of Special Concern do not have any special legal status, but are intended by CDFG for use as a management tool to take these species into special consideration when decisions are made concerning the future of any land parcel.

California Public Resources Code Section 15380, defines "rare" in a broader sense than the definitions of threatened, endangered or species of special concern. Guidelines issued by the Director of CDFG state that plants in CNPS 1B fulfill the criteria of "rare" under PRC 15380, and should be included in environmental impact reports and mitigation. CDFG guidelines do not carry the obligations of law or regulation, but CDFG views this policy as a means to avoid project delays in addressing species issues of which the applicant was not formerly notified. CDFG can request additional consideration of species not otherwise protected under this definition.

Sections 1601 through 1607 of the California Fish and Game Code prohibit alterations of any streams, including intermittent and seasonal channels and many artificial channels, without an agreement from CDFG. The limit of CDFG jurisdiction is, subject to the judgment of the Department, up to the 100-year flood level. This would apply to any channel modifications that would be required to meet drainage, transportation or flood-control objectives of the project.

California Environmental Quality Act (CEQA)

The CEQA Guidelines Section 15380, defines "rare" in a broad sense that includes species other than those designated as State or federally threatened or endangered. On this basis, plants designated as "rare" by non-regulatory organizations (e.g. CNPS), Species of Special Concern (CDFG), former Category 1 and 2 species (USFWS)² and other designations may be the focus of agency concerns and citizen intervention.

California Endangered Species Act

The California Endangered Species Act (CESA) is similar to the federal ESA, but it pertains to state-listed endangered and threatened plant and wildlife species. CESA required state agencies to consult with the Department of Fish & Game (DFG) when preparing CEQA documents in order to ensure that lead agency actions do not jeopardize listed species. It directs agencies to consult with DFG on projects or actions that could affect listed species, directs DFG to determine whether jeopardy would occur, and allows DFG to identify "reasonable and prudent alternatives" to a project consistent with conserving the species. A lead agency can approve a project that affects a listed species if it is determined that there are "overriding considerations;" however, agencies are prohibited from approving projects that would cause the extinction of a listed species.

Local

City of Roseville Zoning Ordinance - Tree Preservation Chapter (Chapter 19.66)

This ordinance protects native oak trees six inches or more in diameter at breast height (dbh) and specified landmark trees. The ordinance requires a permit for any activity which would harm, destroy, kill or remove any protected tree. In addition to removal, grading (cut or fill) and trenching within the dripline are subject to permit approval.

City of Roseville General Plan Policies

The City of Roseville has adopted policies to preserve the value of biological resources in the community. These policies are specific to vegetation and wildlife; however, other policies intended to preserve water quality, air quality and other features also benefit and protect biological resources. The City's General Plan policies are listed in Appendix C of this Draft EIR.

4.3.4 IMPACTS

The impacts of the proposed project are measured against existing conditions, which are primarily undeveloped grasslands with small wetland areas and the species that inhabit those areas.

Method of Analysis

The biological resources evaluation consists of a review of available literature on biological resources (including special-status plants, wildlife and habitats) in the general vicinity and reconnaissance-level field surveys to confirm the conclusions of existing documentation. Special-status plants have been identified from a review of existing reports, as well as a search of the California Native Plant Society Electronic Inventory for habitats in the vicinity. Wildlife species have been identified from the substantial literature documenting past field surveys, as well as a review of the current CNDDDB for the project vicinity.

Habitat classifications are consistent with the California Department of Fish and Game Wildlife Habitat Relationship (WHR) System. Jurisdictional wetlands have been identified based on wetland delineations prepared for the project site.

The biological setting of the project site has been described in terms of vegetation and plant communities, including wildlife habitat and special-status species. Special-status plant and wildlife species that could occur on the site have been provided, as well as a tabular description of the likelihood of encountering them on the site.

Jurisdictional wetlands and riparian habitats have been shown on habitat maps in Appendix D, as they are reported in the existing documentation. Wetland mitigation, where implemented, has been summarized and, as relevant, included in the discussion of mitigation measures.

Where existing data have been determined to be incomplete, or insufficient to determine if descriptions and mitigation are complete, reconnaissance-level field surveys have been made to provide additional information on occurrence and distribution of special-status species and habitats. These surveys are intended to verify and supplement existing information.

The project site has been evaluated with regard to the presence and location of valuable biological resources before and after implementation of the project. Resources that could be reduced or lost as a result of project implementation have been identified, and recommendations for mitigation to preserve those resources are provided. As discussed in Section 4.0, Introduction to the Analysis, the light industrial land use designation of the contiguous parcels was evaluated during preparation of the General Plan (1992), and included in the City's traffic model and infrastructure plans. This EIR uses the assumptions of the General Plan EIR including the Light Industrial designation of the contiguous parcels, as the baseline for its environmental analysis. This project changes the land use designation of 24 acres of the contiguous parcels from Light Industrial to Open Space. In addition, the project includes the extension of Foothills Boulevard, construction of a bike trail and water line through the contiguous parcel's open space. These components of the project are evaluated in this section along with offsite infrastructure needed to support the proposed project. This section comprehensively evaluates the project's proposed land use and zoning changes for the contiguous parcels together with the land use changes associated with the annexation, and the improvements described for both areas.

The impact analysis also assumes implementation of General Plan policies and City Improvement Standards before determining the level of significance. Therefore, City policies and standards are not presented as mitigation.

Standards of Significance

For the purposes of this EIR, impacts are considered significant if the proposed project would:

- Result in a substantial adverse effect, either directly or through habitat modification, to any endangered, threatened or rare species;
- Result in a substantial adverse impact, either directly or through habitat modification on any species identified as a candidate, sensitive or special-status species in local or regional plans;
- Result in a substantial interference with the movement of any resident or migratory fish or wildlife species or impede the use of wildlife nursery sites;
- Result in a substantial adverse impact on any riparian habitat or other sensitive natural community identified in local or regional plans;
- Violate the Tree Preservation chapter of the Roseville Zoning Ordinance, including damage, removal or encroachment into the protected zone of native oak trees greater than 6 inches in diameter at breast height (DBH); or
- Conflict with an adopted Habitat Conservation Plan or other approved local, regional, or State habitat conservation plan.

Project-Specific Impacts

IMPACT 4.3-1:	Loss of vernal pools, seasonal wetlands and other jurisdictional waters of the U.S.
SIGNIFICANCE:	Significant
MITIGATION MEASURE:	Mitigation Measure 4.3-1 (Purchase credits in an approved wetland mitigation fund or other mitigation required by the 404 permit to ensure no net loss of wetlands.)
RESIDUAL SIGNIFICANCE:	Less than significant.

The implementation of the tentative subdivision map would result in fill of up to approximately 1.17 acres (exact value to change based on final USCOE verification of the PG&E parcel) of vernal pools, seasonal wetlands, and drainage swales on the PG&E parcel. Wetland delineations based on the methodology approved by the USCOE have been prepared for the PG&E parcel and USCOE wetland verification is pending.

The proposed project would involve the construction of a bike trail and water line on the contiguous parcels of the project site. The portion of the contiguous parcel that would contain the water line is proposed to be designated open space, and contains a wetland preserve as mitigation for past fill, pursuant to the Applicant's 404 permit which would travel along the south side of Pleasant Grove Creek, and finish at the Woodcreek East development. Wetlands and other sensitive biological resources, such as vernal pools and legally-protected bird species have the potential to occur within the vicinity of the bike trail or water line alignment. Depending on the final alignment, there is a potential for the bike trail or water line to disturb or destroy these resources during its construction including wetlands that have been preserved

as part of the applicant's current 404 permit. The potential for the bike path or water line to disturb or destroy biological resources along their alignments is considered a significant impact.

If the option of purchasing credits in a USFWS-approved mitigation bank is not acceptable to the regulatory agency at the time of project permitting, the applicant shall create new wetlands or restore 1.17 acres of existing in-kind wetlands to mitigate for development of the PG&E parcel. Credits may also be obtained to compensate for any fill that would occur as a result of construction of the bike trail and water line. Created or restored wetlands would require protection in perpetuity. The creation of new wetlands would result in a direct replacement of wetlands that are filled, rather than replacement through a mitigation bank, which in most cases are already existing wetlands. With the purchase of mitigation credits, the project applicant would be relieved of any further responsibility and liability. A suitable approved mitigation bank is available in the region, called Wildlands, Inc. In the event that this mitigation option is pursued, no further surveys of on-site wetlands, salvage notification, or monitoring reports would be required.

It cannot be stated at this time what mitigation would be agreed upon between the project applicant, the USCOE and the USFWS. However, the project applicant would be required to obtain a Section 404 Permit from the USCOE prior to any construction activity on the PG&E parcel or on the contiguous parcels of wetlands would be affected. It is anticipated that compliance with the requirements of these two agencies would minimize adverse impacts due to loss of vernal pool and wetland habitats. Compliance with the USCOE and USFWS requirements for "no net loss" of wetlands would ensure that the impact would be reduced to a less than significant level.

Certified mitigation banks are recognized by the federal government as acceptable mitigation tools. Under CEQA, compliance with the USCOE and USFWS requirements is recognized as adequate mitigation to offset the loss of wetland areas. Therefore, after mitigation the impact is considered less than significant.

IMPACT 4.3-2:	Loss of annual grassland habitat.
SIGNIFICANCE:	Significant
MITIGATION MEASURE:	None available
RESIDUAL SIGNIFICANCE:	Significant and unavoidable.

Development of the proposed project would require the removal and/or disturbance of approximately 81 acres of annual grassland habitat, which would have an adverse impact on the foraging and breeding of a variety of birds, mammals, amphibians, and other species. From a botanical point of view, the non-native annual grassland community is considered to have limited value; most plant species are not California natives, and few rare or endangered plant species are found in this plant community. However, grassland habitat does provide important foraging, nesting and hibernation habitat for numerous wildlife species, including special-status foraging raptors. The long-term loss of grassland habitat is considered a significant impact because it provides nesting and foraging habitat for a variety of special-status animal species. Therefore, the loss of annual grassland habitat which supports wildlife habitat is considered a significant and unavoidable impact.

IMPACT 4.3-3:	Substantial interference with the movement of resident and migratory wildlife species.
SIGNIFICANCE:	Less than significant
MITIGATION MEASURE:	None required.

Implementation of the proposed project could result in an impediment to the movement of wildlife that presently occurs in undeveloped areas adjacent to the project site. Those wildlife species that are adapted to live in grasslands and trees, or that move between isolated bodies of water, would not easily move across the future urbanized landscape of the project site. In urban settings, wildlife species are often injured or killed by automobile traffic, intercepted and/or injured by domestic pets, or are unable to traverse large distances without benefit of shade or intermediate resting areas.

However, due to the type of habitat existing on the project site it is anticipated that only marginal wildlife migratory or movement corridors exist on site. In addition, Pleasant Grove Creek and its associated riparian corridor, would remain intact and would thus continue to function as a movement corridor, even with construction of a bike trail, which would be at grade, and would not include barriers to the riparian areas. Therefore, it is anticipated that the impact on wildlife movement would be less than significant.

IMPACT 4.3-4:	Loss of special-status plant species occurring in vernal pools.
SIGNIFICANCE:	Potentially Significant
MITIGATION MEASURES:	Mitigation Measure 4.3-1 (Purchase credits in an approved wetland mitigation fund or other mitigation required by the 404 permit to ensure no net loss of wetlands) and 4.3-2 (Pre-construction surveys).
RESIDUAL SIGNIFICANCE:	Potentially significant and unavoidable.

Bogg's Lake hedge hyssop, slender orcutt grass and Sacramento orcutt grass are the only federal or State listed plant species that are reported to potentially occur in the vicinity of the project site; however, they were not encountered during field surveys. Bogg's Lake hedge hyssop (State-endangered) is restricted to vernal pool habitats. At least two other species with either candidate or CNPS 1B status could also occur on the project site; however, none of these species were found during wetland delineations. Species with candidate or CNPS 1B status are not protected under the Endangered Species Act. Therefore, impacts on them are not considered significant unless there is a "substantial" effect on the species.

Suitable habitat occurs within the project site for a number of non-listed, special-status species, including Hispid's bird's beak and legenera. These species are both designated as a federal species of special concern. Legenera was not observed during the wetland delineation for the PG&E parcel, but the delineation was not prepared during the appropriate time of year to observe this species. Hispid's bird's beak was not observed on the project site during reconnaissance-level surveys, but again, the survey was not conducted during the appropriate time of year. These plants have been included in the CNPS 1B list, which is intended to include only those species that appear to meet the criteria for federal or State listing; for these species only a "substantial"

adverse effect would be considered a significant impact. If they are present on site, it is unlikely that development of this project would result in a substantial adverse impact to Hispid's bird's beak or legenera, due to the small size and marginal quality of the potential habitat areas in which they could occur.

Specific surveys for special-status plant species during the appropriate time of year were not performed, so it is not possible to conclude that these do not occur on the project site. While the likelihood of the species being present and not detected is considered small, the potential impact is considered potentially significant, because there is no direct evidence that it is not present. If present on-site, these species could be lost, so this impact is considered potentially significant unless pre-construction surveys during the appropriate time of year are conducted to determine presence or absence. If the species is absent, there would be no impact.

Impacts on special status plant species, if present, could be reduced by constructing new vernal pools or purchasing mitigation credits. If the applicant decides to construct new vernal pools with the incorporation of seed from the vernal pools on the PG&E parcel (or vernal pools affected by the bike trail, if any) the magnitude of the impact would be reduced, but it would still be potentially significant and unavoidable, since there is no guarantee that the seed and the created vernal pools would be successful. As an alternative to constructing new vernal pools, the project applicant may decide to purchase credits in a USFWS-approved mitigation bank to satisfy the needs for mitigation, in which case salvage and incorporation of seed would be not be required. While the magnitude of the impact would be reduced by the purchase of off-site credits, the species would still be lost due to project implementation. Therefore, the impact is considered potentially significant and unavoidable.

IMPACT 4.3-5:	Loss of federally-listed vernal pool crustaceans.
SIGNIFICANCE:	Potentially Significant
MITIGATION MEASURE:	Mitigation Measure 4.3-1 (Purchase credits in an approved wetland mitigation fund or other mitigation required by the 404 permit to ensure no net loss of wetlands) and 4.3-2 (Preconstruction surveys)
RESIDUAL SIGNIFICANCE:	Potentially significant and unavoidable.

At least one species of vernal pool crustacean (vernal pool fairy shrimp) that is a federally-listed threatened species has been observed adjacent to the project site, and is considered likely to occur in the vernal pools on the PG&E parcel and on the contiguous parcels. The vernal pool fairy shrimp is a federally listed species and the "take" of this species is prohibited without specific authorization from the USFWS under Sections 7 or 10a of the Federal Endangered Species Act. This issue will be addressed further during the permitting process for the PG&E parcel and, if necessary, the bike trail.

In order to determine the presence or absence of vernal pool crustaceans, pre-construction surveys during the appropriate time of year must be conducted. If the species are absent, there would be no impact. Impacts on vernal pool crustaceans could be mitigated by the construction of new pools or the purchase of mitigation credits. If the applicant decides to construct new vernal pools

with the incorporation of inoculate from the vernal pools on the PG&E parcel, the magnitude of the impact would be reduced, but it would still be potentially significant and unavoidable, because there is no guarantee that the inoculate and the created vernal pools would be successful.

As an alternative to constructing new vernal pools, the project applicant may decide to purchase credits in a USFWS-approved mitigation bank to satisfy the needs for mitigation, in which case salvage and incorporation of inoculate would be not be required. While the magnitude of the impact would be reduced by the purchase of off-site credits, the species would still be lost due to project implementation. Therefore, the impact is considered potentially significant and unavoidable.

IMPACT 4.3-6:	Potential disturbance of Swainson's hawk and other legally-protected bird species.
SIGNIFICANCE:	Significant
MITIGATION MEASURES:	Mitigation Measure 4.3-3 (Conduct pre-construction nest surveys and implement appropriate restrictions.)
RESIDUAL SIGNIFICANCE:	Less than significant.

Special-status species evaluations on the project site concluded that grassland habitat on the site is considered suitable habitat for foraging raptors, including the State-threatened Swainson's hawk, and other special-status raptors such as the sharp-shinned hawk, ferruginous hawk, and short-eared owl. In addition, the oak trees along Pleasant Grove Creek provide potential nesting habitat for species such as white-tailed kite, Cooper's hawk, and loggerhead shrike. There are no records of Swainson's hawk nests within the project site. However, the existing trees in the wetland preserve area could be considered suitable nesting habitat for the Swainson's hawk.

Disturbance resulting in active nest abandonment, removal of an active nest or otherwise injuring, pursuing or killing a Swainson's hawk would be prohibited under the California Endangered Species Act. Disturbance resulting in active nest abandonment, or removal of an active nest of other non-listed special-status species would be prohibited under State Fish and Game Code. No trees are planned for removal in the annexation area, but up to two trees could be removed from the Open Space Area to accommodate the bike trail, depending on the final alignment. To ensure that legally-protected birds are not taken during project construction from direct nest removal or indirect disturbance (dust, noise, vibration), to the extent possible, project construction and tree removals should occur during the period when most birds are not nesting (August through February). If this is not possible, pre-construction nest surveys should be conducted to determine whether legally-protected bird nests are present in trees designated for removal. In the event that nests are present, appropriate protocols should be developed in consultation with CDFG and followed during the removal or relocation of those nests. Implementation of these measures would reduce impacts on the nesting raptor habitat to a less-than-significant level.

IMPACT 4.3-7:	Potential conflict with a proposed City of Roseville Habitat Conservation Plan.
SIGNIFICANCE:	Less than significant
MITIGATION MEASURES:	None required.

The City of Roseville has not adopted a Habitat Conservation Plan (HCP). The City is currently preparing to enter into a Memorandum of Understanding (MOU) with the USFWS that addresses the area encompassed within the service boundaries of the new Pleasant Grove Wastewater Treatment Plant. The MOU would allow all projects that have been approved by the City and have their entitlements to develop to move forward while meeting the mitigation responsibilities for impacts on federally-listed endangered vernal pool species provided in the programmatic Biological Opinion (BO) issued to the Corps by the USFWS. Under this MOU the City will commit to participate in preparation of a HCP in the future. The MOU is not yet a signed agreement; however, any future projects would have the ability to "opt" into the process if necessary.

The proposed project would not present a conflict with the City's HCP, because the City has not yet prepared such a plan. Therefore, the impact is considered less than significant.

IMPACT 4.3-8:	Potential loss of sensitive biological resources due to off-site infrastructure.
SIGNIFICANCE:	Significant
MITIGATION MEASURES:	Mitigation Measure 4.3-4 (Perform pre-construction surveys and provide for no net loss of significant biological resources.)
RESIDUAL SIGNIFICANCE:	Less than significant.

As discussed in Section 4.8, Public Services and Utilities, off-site electrical facilities would be required. In addition, depending on the service provider, water lines may be needed to connect the site to existing or planned water infrastructure, and a portion of Winding Creek Road would be located off-site. Off-site infrastructure improvements are shown in Figure 3-6 in Chapter 3, Project Description.

Off-site utilities would include an underground electric line that extends from the southern tip of the project site, and cross Industrial Avenue (as shown in Figure 4.8-5). This distribution line would be approximately 400 feet in length. Another off-site electric line would be located along Industrial Avenue. A portion of this electric line would be approximately 300 feet and be located underground. The remaining portion of the distribution line would be 2,050 feet in length and would be located overhead. Underground utilities could require trenching and boring activities, and overhead utilities would require installation of power poles. Because these lines would be along a developed roadway, the potential for biological resources to occupy the alignment is low, and the anticipated impacts to biological resources from installation of the electric lines are expected to be less than significant.

The alignment of other off-site water lines needed to serve the project site is not known at this time. The portion of the offsite water lines from the City water tank east, across Industrial Boulevard would be located along railroad and street right-of-ways, and would not result in adverse biological impacts. Sensitive biological resources, such as vernal pools, annual grasslands, migratory wildlife species, vernal pool plant species, federally-listed vernal pool crustaceans, and legally-protected bird species are known to occur in the project area. Depending on water line locations, these biological resources could be affected by trenching and boring to install pipelines. Therefore, the potential for off-site infrastructure to disturb or destroy biological habitat is considered a significant impact.

4.3.5 MITIGATION MEASURES

Most impacts on biological resources within the project site would be avoided by careful planning and implementation of general plan policies adopted by the City of Roseville. Additional mitigation measures to avoid, minimize or compensate for project impacts are listed below.

JURISDICTIONAL WETLANDS

Mitigation Measure 4.3-1: Purchase credits in an approved wetland mitigation fund or other mitigation required by the 404 permit to ensure no net loss of wetlands.

Mitigation Measure 4.3-1 applies to Impacts 4.3-1, 4.3-4, and 4.3-5.

The project site shall be permitted under the Clean Water Act Section 404 permit process prior to development. Mitigation would consist of acquiring credits from a wetlands mitigation bank approved by the USCOE and the USFWS or other mitigation deemed appropriate to ensure no net loss of wetlands and for the purposes of mitigating impacts on vernal pools, vernal pool crustaceans, and vernal pool plant species. The credits shall be in direct proportion to wetland losses on the property, including in-kind mitigation for vernal pools and their flora and fauna, as determined by a wetland or habitat delineation.

In the event this mitigation is implemented, the project applicant will incur no further obligation for surveys, monitoring, salvage notification or seedbank salvage, as required by the operation of the approved mitigation bank.

VERNAL POOL CRUSTACEANS AND PLANTS

Mitigation Measure 4.3-2: Pre-construction surveys.

Mitigation Measure 4.3-2 applies to Impacts 4.3-4 and 4.3-5.

The project applicant shall retain a qualified biologist to conduct pre-construction surveys during the appropriate time of year within vernal pools and seasonal wetlands on the project site to document the presence or absence of listed vernal pool crustaceans and plants. In the event that none of these species are present on site, there would be no impact, and the project applicant would incur no obligation for mitigating impacts to them. If listed vernal pool crustaceans and plants are present on site, the project applicant shall apply Mitigation Measure 4.3-1, above.

LEGALLY-PROTECTED BIRD NESTS**Mitigation Measure 4.3-3: Conduct pre-construction nest survey and implement appropriate restrictions.**

Mitigation Measure 4.3-3 applies to Impact 4.3-6.

To ensure that special-status, legally-protected bird species are not injured or disturbed by construction in the vicinity of nesting habitat, the project applicant shall implement the following measures:

- (a) When feasible, all tree removal shall occur between August 30 and March 15 to avoid the breeding season of any legally-protected bird species that could be using the area, and to discourage birds from nesting in the vicinity of an upcoming construction area. This period may be modified with the authorization of CDFG, or
- (b) Prior to the beginning of mass grading, during the period between March 15 to August 30, all trees within 350 feet of any grading or earthmoving activity shall be surveyed for active nests by a qualified biologist. If active nests are found, and the site is within 350 feet of potential construction activity, a fence shall be erected around the nest at a distance of up to 350 feet, depending on the species, from the edge of the canopy to prevent construction disturbance and intrusions on the nest area. The appropriate buffer shall be determined by the City. The City may consult with CDFG regarding the appropriate buffer distance.
- (c) No construction vehicles shall be permitted within restricted areas, unless directly related to the management or protection of the legally-protected species.
- (d) In the event that a nest is abandoned, despite efforts to minimize disturbance, and if the nestlings are still alive, the developer shall contact CDFG and, subject to CDFG approval, fund the recovery and hacking (controlled release of captive reared young) of the nestling(s).

For tree and grassland removal, the following measure shall be implemented:

- (e) If a legally-protected species nest is located in a tree designated for removal, the removal shall be deferred until after August 30, or until the adults and young of the year are no longer dependent on the nest site as determined by a qualified biologist.

BIOLOGICAL RESOURCES**Mitigation Measure 4.3-4: Perform pre-construction surveys and ensure no net loss of significant biological resources.**

Mitigation Measures 4.3-4 applies to Impact 4.3-8, and does not apply to the portion of the offsite water infrastructure from the City water tank east, across Industrial Boulevard.

If the construction of off-site infrastructure would occur in undeveloped areas, the City shall ensure that biological surveys and wetland delineations have been conducted that are appropriate to the habitats and species where the infrastructure will be located (e.g., appropriate time of year and proper survey protocols). Construction of infrastructure shall not begin until such surveys and wetland delineations have been completed, the appropriate agencies have been consulted, mitigation measures outlined, and permits (e.g. 404, 1603) obtained, as necessary. Mitigation for these potential impacts could include preservation, limited operating periods, or the purchase of mitigation credits through an agency-approved mitigation bank or in lieu fee program. Mitigation Measure 4.3-4 may be implemented through the proposed project, or other development projects where the infrastructure would be located.

ENDNOTES

1. Lungren, D., Opinion of the Attorney General concerning the interpretation of "harm" and "take" under the State Endangered Species Act, No. 94-605, May 15, 1995.
2. "Category 1 and 2" were previously recognized groups of potentially listed species. This system is in the process of being superseded. At present the USFWS recognizes only species which are proposed or candidates for listing.

4.4 AESTHETICS AND VISUAL RESOURCES

4.4 AESTHETICS AND VISUAL RESOURCES

4.4.1 INTRODUCTION

This section evaluates the relationship between the existing visual characteristics of the project site, and the potential visual features of the proposed future development under the proposed project. While land use designations have been applied to all land in the project site, the exact design of the buildings to be developed under the proposed project is not known at this time; therefore, specific uses or building designs are not analyzed; rather, the general visual effects of development under the proposed project are described. Specifically, the change in the existing visual character or quality of the site and its surroundings is evaluated.

As discussed in the Initial Study (see Appendix A) prepared for the proposed project, certain impacts were fully addressed in the Initial Study and do not require further analysis in this EIR. The Initial Study found that there were no scenic vistas or scenic resources within a State scenic highway in the vicinity of the project site which could be adversely affected by project development; therefore, these issues are not addressed in this EIR. In addition, the Initial Study found that no significant impacts would result due to the creation of a new source of light or glare that would adversely affect day or nighttime views in the area.

4.4.2 ENVIRONMENTAL SETTING

Regional Visual Resources

The Roseville vicinity is generally regarded as a transitional zone between the flat, open terrain of the Central Valley and the foothills of the Sierra Nevada Mountains. The region consists of rolling topography with gentle slopes; major drainages typically drain the area from east to west. Oak woodlands are scattered throughout the region and constitute an important factor in regional identity. The oak woodlands, together with scattered riparian vegetation adjacent to drainages accentuate the ridgeling/drainage patterns found in the landscape and create a strong contrast to the surrounding grassland. This contrast is especially evident during the seasonally dry summer and fall months when earth-tone colors dominate landscape views.

Vernal pools are also an important aesthetic component of the regional landscape. The flower production and expanded color contrast associated with the pools provide additional landscape interest, even though the contrast and color are seasonally limited. The aesthetic value of vernal pools is also an important factor in the regional identity of the valley/foothills zone.

Development, which has become an important component of the landscape character, is evident throughout the region and reflects a variety of residential, commercial and industrial land uses. Development in some areas has completely eliminated historically rural character associated with regional ranching and agricultural operations. In many other locations, development has segmented the remaining natural areas, thereby heightening the aesthetic value of remaining contiguous open space.

Long-range views within the region include numerous important landmarks and landscape features, including portions of the Sierra Nevada, Sutter Buttes, Mount Diablo, and the Coast Range. No prominent landscape features or areas of unique scenic quality have been identified in the vicinity of the project site. In addition, the Roseville 2010 General Plan and the Placer County General Plan do not identify any roadways in the vicinity of the proposed project site as Scenic or Community Identified Corridors requiring special considerations for adjacent development or rights-of-way landscaping.¹ Baseline Road and State Route 65 had previously been identified as special corridors in the Scenic Element of the prior Roseville General Plan, but the updated General Plan does not specifically address the corridors.²

Site Characteristics

Figure 4.4-1 which identifies photo viewpoints for the photographs presented in this discussion. The project site is comprised primarily of grasslands with some graded areas (see Figure 4.4-2). During late winter and early spring, the site is carpeted with green grasses and wildflowers. During the summer months the grasses turn brown and greenery is concentrated along the portion of Pleasant Grove Creek that transects the portion of the site (see Figure 4.4-2). Several oak trees are located near the creek. The topography on the site ranges from approximately 90 to 130 feet above sea level.

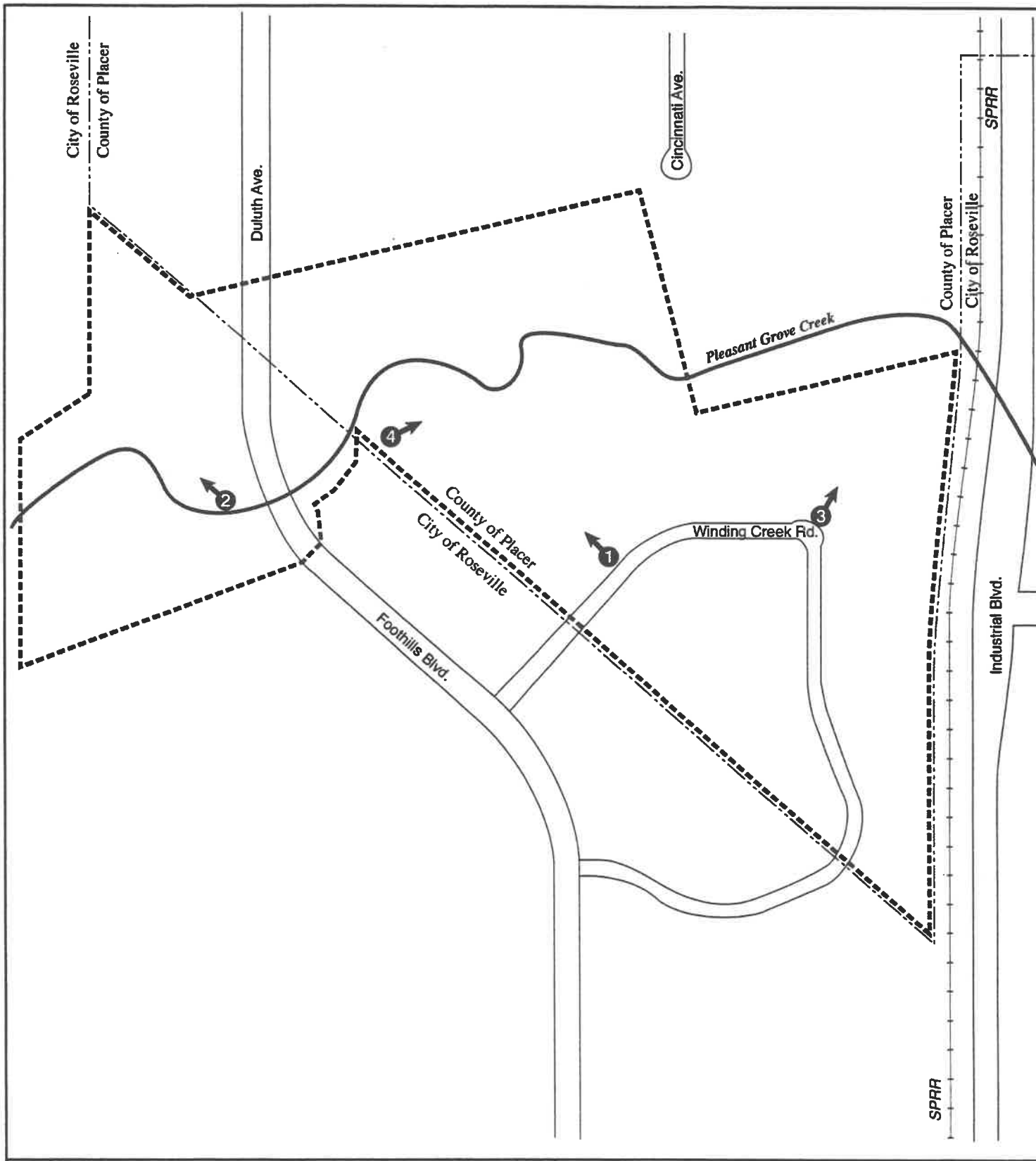
Views

Long-distance views from the project site include the Sierra Nevada Foothills to the east. Snow-covered mountain tops are visible during the fall and into the spring, turning a faint brown in summer. The Foothills are easily viewed on clear days, although clouds, fog, and haze mute the view. Middle-distance views from the site include land similar to itself to the north and west (see Figure 4.4-3). Phase 1 of the NRSP is currently under construction to the west of the project site and on clear days is visible.

Northern immediate views from the project site include undeveloped rolling grasslands similar to the project site. Immediate views to the south and west also include undeveloped rolling grasslands. Overhead 60 kV towers are visible northeast of the site (see Figure 4.4-3).

4.4.3 REGULATORY SETTING

The Roseville General Plan does not specify policies or elements that stipulate protection of visual resources, but instead generally addresses visual resources through "aesthetics" references related



10358
Site



- Project Site Boundary
- · - · - Roseville City Limits
- ➔ # Photograph Viewpoints:
Location and Direction
of Photograph



SOURCE: EIP Associates,
May 2000.

Figure 4.4-1

**Photograph
Viewpoints**



Viewpoint #1: Looking North Across the Project Site from Winding Creek Road.



Viewpoint #2: Pleasant Grove Creek.

SOURCE: EIP Associates, May 2000.



Figure 4.4-2

10358-Photos



Viewpoint #3: Looking Northeast from Winding Creek Road.



**Viewpoint #4: Looking East With Pleasant Grove Creek and
60 kV Lines in Background**

SOURCE: EIP Associates, May 2000.



Figure 4.4-3

10358-Photos

to high-quality design, distinctive development or community character, public artistic expression, and incorporation and/or preservation of natural features (such as at Roseville "gateway" locations). Promotion of the preservation of "visual environments" is the most direct statement of visual resource protection in the General Plan, and is found in the Community Design section of the Land Use Element.

City of Roseville Community Design Guidelines

The City of Roseville adopted the Community Design Guidelines on December 6, 1995. The purpose of these Guidelines is to "implement the goals and policies of the Community Form and the Community Design components of the Roseville 2010 General Plan" (City of Roseville, 1995). The Guidelines provide a clear understanding of the City's expectations regarding site design, architecture, lighting, and, applicable, artwork. The City's Specific Plans each include design guidelines more restrictive or detailed than the City Guidelines and supplement the City's Guidelines. Design Guidelines for Specific Plan areas in the City include: North Roseville Specific Plan Design Guidelines, Del Webb Development Guidelines, Northwest Roseville Design Guidelines, North Central Roseville Design Guidelines, Northeast Roseville Design Guidelines, Southeast Roseville Design Guidelines. If the project site is annexed, it will be subject to the Community Design Guidelines.

North Roseville Area Design Guidelines

The North Roseville Area Design Guidelines were adopted by the City in June 1992. The Guidelines encompass approximately 2,300 acres in the northeast portion of the city and were developed to influence the general character of future development within this area. If the project is annexed to the City, it will be subject to these Design Guidelines.

4.4.4 IMPACTS

The impacts of the proposed project are measured against existing conditions, which are primarily undeveloped grasslands.

Method of Analysis

The positive or negative value attached to changes in visual character is largely subjective. This EIR does not seek to assign a judgement of "good" or "bad" change; rather, it identifies any substantive change as significant.

A description of the project site has been constructed from a visit to the site, aerial photographs, site photographs, and topographic maps. The City General Plan, as well as other applicable planning documents, were reviewed to determine what visual elements have been deemed valuable by the community. Once the character of the proposed project has been established, the analysis focuses on the manner in which development could change the visual elements or features that exist on or near the project site.

This analysis assumes that the proposed project would comply with the City's General Plan policies, Improvement Standards, City Community Design Guidelines, and the North Roseville Area Design Guidelines. Therefore, such policies and standards are not identified as mitigation.

Standards of Significance

For the purpose of this EIR, impacts are considered significant if the proposed project would:

- Substantially change the existing visual character and quality of the site and its surroundings, including alterations to the natural terrain or topography; or
- Allow development that would be inconsistent with the City's General Plan and Community Design Guidelines.

Project-Specific Impacts

IMPACT 4.4-1:	Conversion of undeveloped landscape to urban development.
SIGNIFICANCE:	Significant
MITIGATION MEASURE:	None available
RESIDUAL SIGNIFICANCE:	Significant and unavoidable.

The proposed project would urbanize a segment of the undeveloped landscape that used to dominate western Placer County. The visual character of the project site is dominated by open, rolling grasslands with a few oak trees visible adjacent to Pleasant Grove Creek. The project site is visible from Foothills Boulevard, Industrial Avenue and Duluth Avenue.

To a certain extent, development of the site would be an extension of this urban edge within the city. The area west of the project site, within the city limits, is currently approved for future residential and light industrial development. To the south of the project site, within the city limits are developed light industrial uses. North of the project site is planned for future industrial development under the Sunset Industrial Area plan. East of the site, east of Industrial Avenue low-scale industrial buildings are visible. Future project development would be characterized by low-scale, single-story buildings with surface parking lots and landscaping. The specific building design would be subject to the Roseville Community Design Guidelines, and the North Roseville Area Design Guidelines which address the size, type and treatment of buildings, setbacks, landscaping, and so on. While these standards would beneficially direct the scale and consistency of architecture, as well as the configuration of site improvements and landscaping, they would not preserve the existing undeveloped character of the site.

A buffer of undeveloped open space would remain along Pleasant Grove Creek. In addition to the open space along Pleasant Grove Creek, the proposed project would rezone approximately 21 acres of light industrial land in the contiguous parcel to open space. The proposed project provides for a total of the project incorporates a total of 43 acres of open space. Even with the preserved open space and compliance with Design Guidelines, the proposed project would

substantially and permanently alter the visual character of the area by introducing light industrial development and other urban facilities into an undeveloped area. This impact would be considered significant and unavoidable.

4.4.5 MITIGATION MEASURES

None available.

ENDNOTES

1. City of Roseville, *Comprehensive Land Use Element Update Project Draft Environmental Impact Report*, February 1995.
2. City of Roseville, *Del Webb Specific Plan Environmental Impact Report*, September 1993.

4.5 TRAFFIC AND CIRCULATION

4.5 TRAFFIC AND CIRCULATION

4.5.1 INTRODUCTION

The evaluation of the operating characteristics of the existing circulation system in the City of Roseville is the initial task in defining impacts of the proposed project on the circulation system. In order to understand existing travel patterns and conditions, all major aspects of transportation in Roseville were inventoried and analyzed.

In order to provide a conservative (i.e., worst-case analysis), the Year 2015 and Year 2020 were used as the baseline against which impacts are measured. The effects of the proposed project on existing conditions are discussed in Appendix E.

The Initial Study prepared for the proposed project (see Appendix A) concluded that implementation of the project would not affect air traffic patterns or result in inadequate parking capacity. Therefore, these issues are not addressed in this DEIR.

4.5.2 ENVIRONMENTAL SETTING

Regional Setting

The following sections briefly discuss roadway functions, traffic volumes, and traffic levels of service, as well as transit, truck and rail services, and bicycle routes.

Streets and Highways

Roadway Functional Classification

The existing street network in the City of Roseville is a product both of roadways that have provided access to the older portions of the City for decades and of roadways that were designed to serve newer specific plan areas. In each of the City's eight specific plan areas and the North Industrial Area, arterial and collector roadway classifications have been defined, and a number of these roadways have been constructed. In the older portions of the City, roadways were classified as arterial or collector roadways in the 1992 General Plan Update.

The primary function of arterial roadways is to move large volumes of traffic through the City to other sections and beyond. In the specific plan areas, the right-of-way for arterials varies from 76 feet to 100 feet and generally incorporates four to six travel lanes, bicycle lanes, and a landscaped median. On street parking on arterials in the specific plan areas is

prohibited, and access is limited to minimize cross traffic turning movements in order to improve traffic safety and allow more efficient traffic flow. Outside the specific plan areas, some roadways function as arterials due to the current high traffic volumes and their key linkages between one section of the City and another. For these roadways, current right-of-way widths vary, but most contain more than two traffic lanes.

Collector streets generally link local residential streets and the commercial and office parking areas to the arterials. In the specific plan areas, the right-of-way for these streets varies from 54 feet to 60 feet and contains two traffic lanes and bicycle lanes. Outside the specific plan areas, a number of roadways function as collector roadways due to moderate traffic volumes and their linkage to the arterial roadway system. The right-of-way widths for these roadways vary, but most contain two traffic lanes.

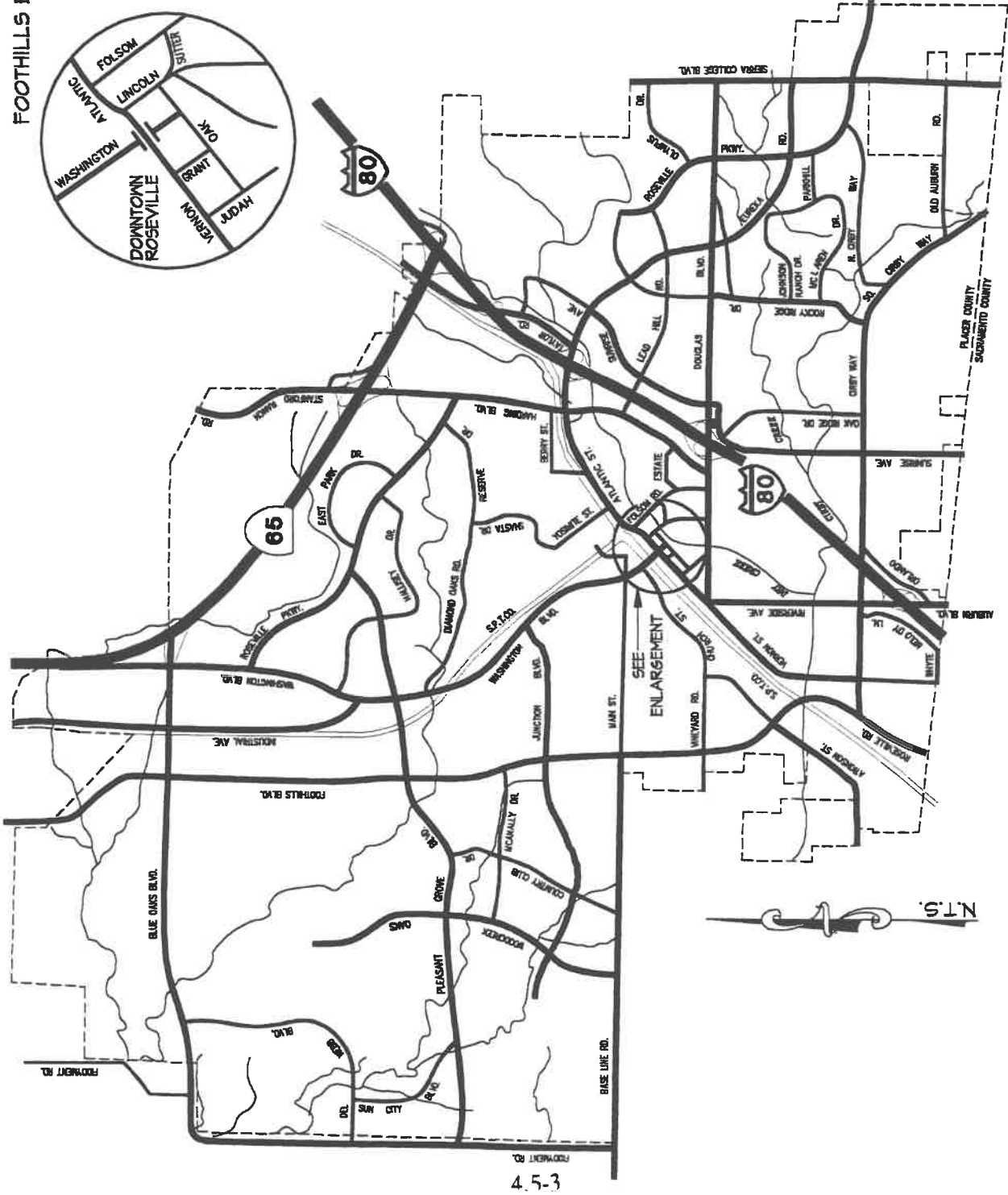
Table 4.5-1 provides a summary of the arterial and collector roadways in the eight specific plan areas as well as the Infill and North Industrial areas. Figure 4.5-1 illustrates the arterial/collector roadway system that currently serves the City of Roseville. Some roadways in the specific plan areas are not currently constructed and therefore, are not included in Figure 4.5-1. Also included on Figure 4.5-1 is the State highway system that serves the Roseville area. Foothills Boulevard is a roadway that directly serves the proposed project.

The existing state highway and arterial systems within the City of Roseville are described below.

State Highway System

Roseville is served by an interstate highway (I-80) and a state highway, State Route 65 (SR 65). I-80 is a transcontinental highway that links Roseville not only to Sacramento and the Bay Area, but to the rest of the United States via its crossing of the Sierras. It carries commute traffic between Placer and Sacramento counties, as well as interregional and interstate business, freight, tourist, and recreational travel. Roseville is connected to I-80 by five interchanges: Riverside Avenue, Douglas Boulevard, Eureka Road/Atlantic Street, Taylor Road, and SR 65. This freeway has eight lanes west of Riverside Avenue and six lanes through the remainder of Roseville. Existing (1998) traffic volumes range from 137,000 vehicles per day (veh/day) west of Riverside Avenue to 109,000 vehicles per day west of SR 65.

SR 65 is generally a north-south trending State Route that connects Roseville with the cities of Lincoln and Marysville (via Highway 70). This highway is a four-lane freeway between I-80 and Blue Oaks Boulevard and a two-lane conventional highway north of Blue Oaks Boulevard. Access to SR 65 is provided by three interchanges: I-80, Harding Boulevard/Stanford Ranch Road, and Blue Oaks Boulevard (partial interchange). Traffic volumes range from about 40,000 vehicles per day between I-80 and Harding to 21,000 vehicles per day north of Blue Oaks.



4.5-3

KD Anderson
Transportation Engineers

EXISTING ARTERIAL/COLLECTOR
ROADWAY SYSTEM

TABLE 4.5-1

ARTERIAL AND COLLECTOR SYSTEM IN THE CITY OF ROSEVILLE

Subarea	Arterials	Collectors
Infill	Vernon Street (north of Cirby) Atlantic Street (Vernon to I-80) Cirby Way Riverside Avenue Auburn Boulevard Roseville Road Harding Blvd (north of Douglas) Douglas Boulevard Atkinson Street (south of Foothills) Rocky Ridge Drive Sunrise Avenue	Main Street Folsom Road Vineyard Road Church Street (west of Washington) Atkinson Street (Foothills to Main) Shasta Street (north of Yosemite) Vernon Street (south of Cirby) Sutter Avenue Lincoln St (Sierra to Main and Vernon to Sutter) Oak Street (Judah to Lincoln) Grant Street Judah Street Estates Drive Melody Lane West Whyte Avenue Oak Ridge Drive Orlando Avenue Berry Street Yosemite Street Old Auburn Rd (S. Cirby to Sacramento Co. Line)
Northwest Roseville Specific Plan	Pleasant Grove Boulevard Foothills Boulevard Woodcreek Oaks Boulevard ² Junction Boulevard Washington Boulevard Baseline Road	Country Club Drive McAnally Drive
North Central Roseville Specific Plan	Washington Boulevard Harding Blvd/Stanford Ranch Road Roseville Parkway Pleasant Grove Boulevard ²	Hallisey Drive Diamond Oaks Road Gibson Drive
Northeast Roseville Specific Plan	Sunrise Avenue Roseville Parkway ² Eureka Road Douglas Boulevard Sierra College Boulevard Taylor Road	Lead Hill Road Rocky Ridge Drive (north of Douglas Road) Olympus Drive
Southeast Roseville Specific Plan	Douglas Boulevard Roseville Parkway Sierra College Boulevard Eureka Road Rocky Ridge Drive (south of Douglas Boulevard)	Johnson Ranch Drive McLaren Drive Professional Drive Parkhill Road Old Auburn Rd (south Cirby to Roseville Pkwy) North Cirby Way

Subarea	Arterials	Collectors
Del Webb Specific Plan	Fiddymont Road Blue Oaks Boulevard Pleasant Grove Boulevard	Del Webb Boulevard Sun City Boulevard
Highland Reserve North Specific Plan	Stanford Ranch Road Pleasant Grove Boulevard ² Fairway Drive ²	Highland Drive ² Central Park Drive ²
North Roseville Specific Plan (Phases I and II)	Blue Oaks Boulevard Pleasant Grove Boulevard Baseline Road Junction Boulevard ² Woodcreek Oaks Boulevard ²	Diamond Creek Boulevard ²
North Roseville Industrial Area	Washington Boulevard Industrial Avenue Foothills Boulevard Blue Oaks Boulevard Woodcreek Oaks Boulevard ²	
Stoneridge Specific Plan	Sunrise Avenue ² Roseville Parkway ² Stoneridge Drive ²	Alexandra Drive ² Scarborough Drive ²
Notes:		
1. See Figure 4.5-1. Some roadways are not constructed, and have not been reflected on Figure 4.5-1.		
2. Portions of roadway have not yet been completed.		
SOURCE: City of Roseville, 1999; DKS Associates, 1999.		

Arterial Street System

The arterial network may be the most important system of roads within the overall street system. It links residential areas to both commercial and employment centers and links all of these uses to the regional freeway system. The existing arterial network in the City of Roseville is described below. The traffic volumes associated with each roadway are based on traffic counts collected between 1993 and 1995. In some instances, traffic volumes are not included because the most recent count data available were collected prior to 1993 and may no longer be an accurate indication of current traffic conditions.

Atkinson Street is a north-south roadway that connects PFE Road to Main Street. South of Foothills Boulevard, it is a two-lane arterial that serves 8,000 vehicles per day (just north of PFE Road). Between Foothills Boulevard and Vineyard Road it is a two-lane collector. North of Vineyard Road it is a local roadway that currently carries 3,000 vehicles per day.

Atlantic Street connects downtown Roseville to I-80 as well as to the Northeast Specific Plan Area via Eureka Road. It was recently widened to four lanes between Harding Boulevard and Vernon Street. Between Vernon Street and Harding Boulevard, Atlantic Street carries about 16,700 vehicles per day. Both Eureka Road and Atlantic Street handle moderate daily traffic

volumes (21,800 vehicles per day and 25,000 vehicles per day, respectively) in the vicinity of the I-80 interchange.

Baseline Road is an east-west arterial that links west Roseville with the Dry Creek Area and SR 99. From the city limits east, Baseline Road is a two-lane road until it becomes Main Street at Foothills Boulevard. Daily volumes on Baseline Road east of Country Club Drive are about 6,000 vehicles per day.

Blue Oaks Boulevard is a four lane east-west arterial that links SR 65 to Foothills Boulevard. It serves 15,200 vehicles per day. A two-lane extension of Blue Oaks Boulevard from Foothills Boulevard to Fiddymont Road was recently completed.

Cirby Way is another major east-west arterial. It is a four-lane road that extends from Roseville Road/Foothills Boulevard, passes over I-80, and terminates at Old Auburn Road. Cirby Way serves its highest daily volumes west of Riverside Avenue (32,500 vehicles per day) and west of Sunrise Avenue (32,000 vehicles per day). On Old Auburn Road (south of Cirby Way), daily volumes are significantly less (10,600 vehicles per day).

Douglas Boulevard carries the highest daily traffic volume of all the arterials in Roseville. It connects east and west Roseville as well as to I-80 and Granite Bay and is bordered on both sides by mostly commercial and office uses. It has six lanes from Sierra College Boulevard to Sunrise Avenue, but narrows to four lanes west of Sunrise Avenue. It remains four lanes through the Douglas Boulevard/I-80 interchange until Park Drive where it further narrows to two lanes, until it ends at Vernon Street. East of Sierra College Boulevard, Douglas Boulevard is four lanes wide. Traffic volumes are heaviest on Douglas Boulevard east of Folsom Road (33,100 vehicles per day) and west of Sunrise Avenue (51,800 vehicles per day).

Eureka Road is a major east-west arterial that links southeast Roseville to northeast Roseville and provides access to I-80 and downtown Roseville via Atlantic Street. Eureka Road contains four lanes from Sierra College Boulevard to south of Douglas Boulevard. From there it widens to six lanes and continues roughly northwest until it intersects with I-80. Daily traffic volumes on Eureka Road are heaviest between Sunrise Avenue and Rocky Ridge Drive (32,000 vehicles per day).

Fiddymont Road is a two-lane, north-south arterial that runs along the western city limit of Roseville from Baseline Road north into Placer County. Daily traffic volumes on Fiddymont Road are approximately 5,000 vehicles per day.

Foothills Boulevard is the major north-south arterial in Roseville west of I-80. It extends as far south as Cirby Way, where it becomes Roseville Road and continues south into Sacramento, and continues north to the northern city limits. This roadway (along with Washington Boulevard, Harding Boulevard and SR 65) provides one of only four grade-separated crossings of the Southern Pacific railroad mainline. This four-lane arterial serves its highest daily volume south of Atkinson Road (39,800 vehicles per day in 1996). Significant daily volumes

also occur between Baseline Road and Junction Boulevard (24,600 vehicles per day). North of Blue Oaks Boulevard, Foothills Boulevard provides access to the project site.

Harding Boulevard is a major north-south arterial that runs from Douglas Boulevard to SR 65. From Douglas Boulevard to Atlantic Street, this four-lane arterial parallels I-80, serving a commercial area with daily traffic volumes that range from 12,800 vehicles per day (north of Douglas Boulevard) to 14,000 vehicles per day (south of Atlantic Street). Harding Boulevard was recently extended over the Southern Pacific mainline through the NCRSP area to SR 65. Traffic volumes on this section of Harding Boulevard average 13,800 vehicles per day.

Industrial Avenue extends from Washington Boulevard north, past the north city limit of Roseville, and into the Sunset General Plan Area. It is a two-lane arterial that runs north-south and serves 1,900 vehicles per day (south of Blue Oaks Boulevard).

Junction Boulevard is an east-west arterial in west Roseville that has four lanes from Washington Boulevard to west of Woodcreek Oaks Boulevard. Daily volumes on Junction Boulevard reach 15,400 vehicles per day between Foothills Boulevard and Washington Boulevard but drop west of Foothills Boulevard to 11,300 vehicles per day.

Pleasant Grove Boulevard is a four-lane, east-west arterial that extends from Fiddymment Road to Foothills Boulevard and connects the Del Webb Specific Plan to the Northwest Roseville Specific Plan and the North Central Roseville Specific Plan. It is a two-lane facility between Fiddymment Road and Woodcreek Oaks Boulevard, a four-lane roadway from Woodcreek Oaks Boulevard to Foothills Boulevard and a six-lane facility between Foothills Boulevard and Roseville Parkway. Daily traffic volumes on Pleasant Grove Boulevard range from 8,400 veh/day west of Foothills Boulevard to 3,300 west of Woodcreek Oaks.

Riverside Avenue extends north from Auburn Boulevard (Sacramento County) as a major north-south arterial. It connects south/central Roseville to I-80 and Sacramento County. Auburn Boulevard is a four-lane arterial that extends from the Sacramento County line north to I-80, where it becomes Riverside Avenue. Riverside Avenue continues north from I-80 to Douglas Boulevard and Vernon Street. Riverside Avenue has four lanes south of 6th Street and two lanes north of 6th Street. Both Auburn Boulevard and Riverside Avenue serve heavy daily traffic volumes near the I-80 interchange (29,300 vehicles per day and 44,300 vehicles per day, respectively).

Rocky Ridge Drive is a four-lane north-south arterial that begins at Cirby Way and extends north to Roseville Parkway. Daily traffic volumes on Rocky Ridge Drive range from 19,400 vehicles per day north of Cirby Way to 9,600 veh/day between Douglas Boulevard and Lead Hill Road.

Roseville Parkway is an arterial that will eventually link the Southeast, Northeast and North Central Specific Plan areas, as well as the North Industrial Area. From Placer County east of Roseville to Sierra College Boulevard, it is two lanes wide. From Sierra College Boulevard to

Douglas Boulevard, it is four lanes wide and serves an average daily traffic of 11,200 vehicles per day. North of Douglas Boulevard, until it ends at Rocky Ridge Drive, it is six lanes wide and carries a daily traffic volume of 4,400 vehicles per day. Roseville Parkway was constructed between Harding Boulevard and Pleasant Grove Boulevard with six lanes, and between Pleasant Grove Boulevard and Washington Boulevard with two lanes.

Roseville Road is a north-south arterial that extends south from Foothills Boulevard and runs parallel to I-80 from the end of Cirby Way to the southern city limit of Roseville. This two-lane arterial serves 9,600 vehicles per day.

Sierra College Boulevard is another major north-south arterial on the eastern border of Roseville. Portions of this roadway have two lanes while other portions have four lanes. This arterial carries between 23,600 vehicles per day south of Old Auburn Road and 19,500 vehicles per day south of Douglas Boulevard.

Stanford Ranch Road extends from the SR 65/Stanford Ranch interchange north, into the City of Rocklin. It is currently a four-lane arterial north of Fairway Drive and carries 30,700 vehicles per day.

Sunrise Avenue is a major north-south arterial in Roseville. It links central Roseville to Sacramento County and is the primary arterial linking north and south Roseville east of I-80. Sunrise Avenue has four lanes from the Sacramento County line to Lead Hill Boulevard, where it widens to six lanes until it ends at Roseville Parkway. Daily volumes on Sunrise Avenue are highest between Oak Ridge Drive and Douglas Boulevard (32,200 vehicles per day) and south of Cirby Way (40,500 vehicles per day). Volumes are somewhat lower between Cirby Way and Oak Ridge Drive (28,300 vehicles per day) and decrease significantly north of Douglas Boulevard (17,900 vehicles per day south of Eureka Road).

Taylor Road is a north-south arterial that connects Roseville to the City of Rocklin. From Eureka Road to the Taylor Road/I-80 interchange, it is a four-lane arterial. It narrows to two lanes north of I-80.

Vernon Street is a four-lane north-south arterial that connects Douglas Boulevard and Riverside Avenue on the south side of downtown Roseville to Atlantic Street on the north side of downtown. Daily volumes on this segment of Vernon Street reach 13,600 vehicles per day. South of Douglas Boulevard, Vernon Street is a two-lane arterial that serves 8,100 vehicles per day.

Washington Boulevard is a major north-south arterial. It connects SR 65 and Blue Oaks Boulevard to Vernon Street and terminates at Oak Street in downtown Roseville. From Blue Oaks Boulevard to north of Junction Boulevard, it is a two-lane road that serves between 3,600 vehicles per day (south of Blue Oaks Boulevard) to 9,000 vehicles per day (south of Diamond Oaks Road). From Junction Boulevard to Oak Street, it is a four-lane arterial on which the maximum daily volume is 22,900 vehicles per day south of Main Street. Along

with Foothills Boulevard and SR 65, it provides one of three grade-separated crossings of the Southern Pacific mainline tracks.

Woodcreek Oaks Boulevard is a four-lane, north-south arterial that extends from Baseline Road to north of Pleasant Grove Boulevard and connects the Northwest Specific Plan area to Baseline Road.

Traffic Volumes

One of the key evaluation measures of a City's roadway system is a comparison of daily and peak period traffic volumes on its major roadway system. The traffic data used in this existing conditions analysis was obtained from the North Roseville Specific Plan (NRSP) Phase 3 EIR (State Clearinghouse Number 1999061039), which in turn was provided by the following:

- DKS Associates traffic counts at 6 intersections conducted for the NRSP Phase 3 EIR (1999);
- City of Roseville Public Works Department traffic count data (1995 - 1996);
- Caltrans "1998 Traffic Volumes on State Highways"; and
- Placer County Traffic Count Data (1993-1995).

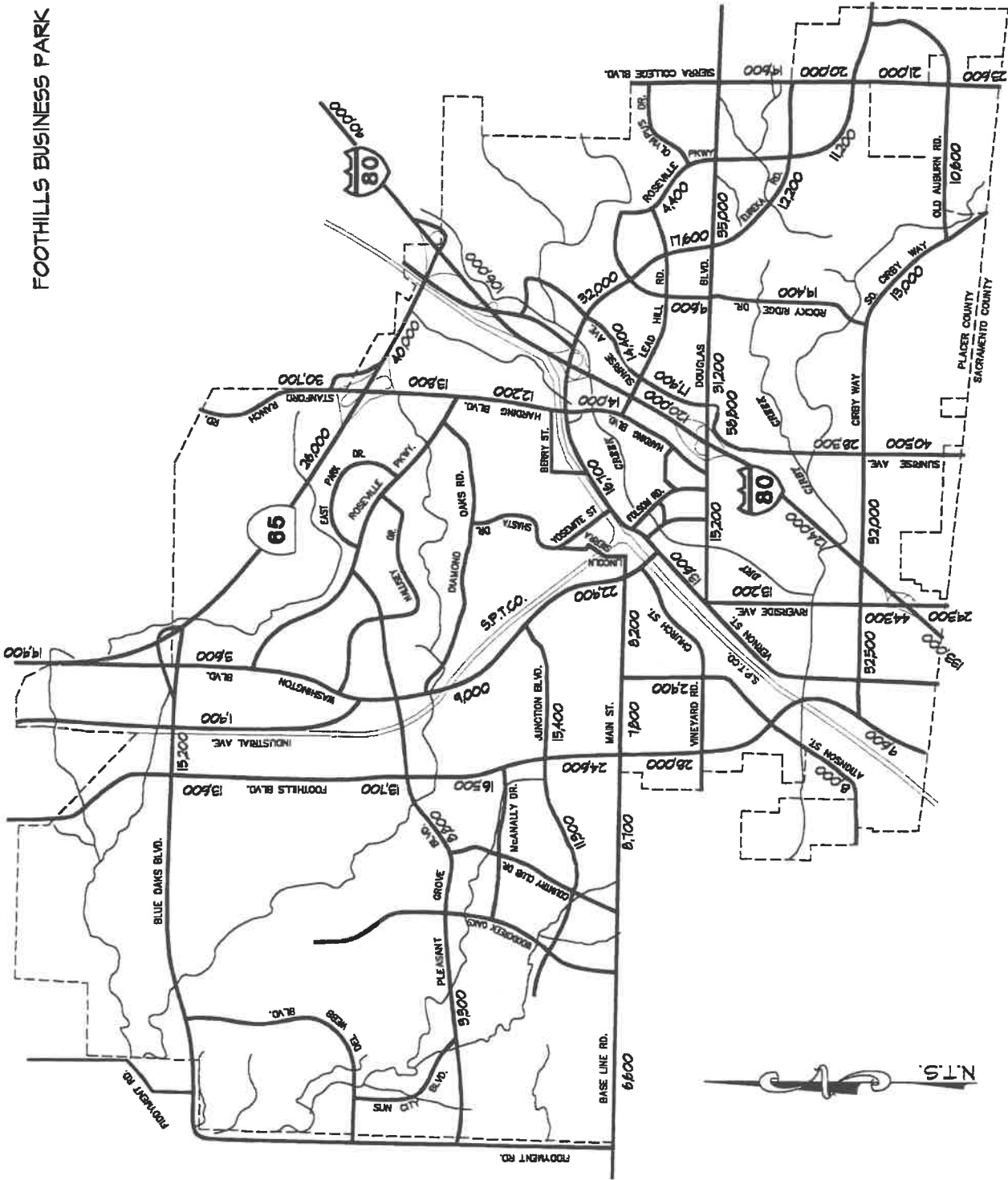
Average daily traffic volumes (ADT) represent the total volume passing a point or segment of roadway, in both directions, on an average weekday. ADTs on the functional network are shown on Figure 4.5-2.

Traffic Levels of Service

The evaluation of traffic volumes on the roadway network provides an understanding of the general nature of travel conditions in the City of Roseville. However, traffic volumes do not indicate the quality of service provided by the street facilities or the ability of the street network to carry additional traffic. To accomplish this, the concept of "level of service" has been developed.

Under the General Plan, the City of Roseville has set a standard of LOS "C" for its roadway system. Consequently, LOS "A", "B" and "C" are considered acceptable, while "D", "E", and "F" are unacceptable. With the recent Capital Improvement Program (CIP) Update, the General Plan level of service policy was amended to allow LOS "D" at locations in the City's infill area and within one-half mile of a freeway/highway interchange where the City decides that the impacts and/or costs of the required improvements are not worth the benefits of having LOS "C" for all hours of the day. The updated CIP recognizes that the intersections of Sunrise / Kirby and Harding / Douglas would function at LOS "E".

Intersections control the traffic flow and capacity of Roseville's arterial/collector system. Intersection operations were evaluated using a modified version of the Transportation Research Board Circular 212 (critical movement) method that was anticipated to be used in



the 2000 update of Roseville's Capital Improvement Program (CIP). Table 4.5-2 presents the level of service categories for signalized intersections considered in this analysis and provides a definition of each category with the corresponding volume-to-capacity ratios. The p.m. peak hour is used in the operational analysis of the City's roadway system since it generally represents the highest hour for overall traffic volumes during the day.

Level of Service (LOS)	Volume to Capacity Ratio ¹	Description
A	0.00-0.59	Free Flow/Insignificant Delays: No approach phase is fully utilized by traffic and no vehicle waits longer than one red signal indication.
B	0.60-0.69	Stable Operation/Minimal Delays: An occasional approach phase is fully utilized. Many drivers begin to feel somewhat restricted within platoons of vehicles.
C ²	0.70-0.81	Stable Operation/Acceptable Delays: Major approach phases fully utilized. Most drivers feel somewhat restricted.
D	0.82-0.89	Approaching Unstable/Tolerable Delays: Drivers may have to wait through more than one red signal indication. Queues may develop but dissipate rapidly, without excessive delays.
E	0.90-0.99	Unstable Operation/Significant Delays: Volumes at or near capacity. Vehicles may wait through several signal cycles. Long queues form upstream from intersection.
F	1.00	Forced Flow/Excessive Delays: Represents jammed conditions. Intersection operates below capacity with low volumes. Queues may block upstream intersections.
Notes: 1. The ratio of the traffic volume demand at an intersection to the capacity of the intersection. 2. The City of Roseville has established a volume-to-capacity ratio of 0.81 as the LOS C threshold. Source: Transportation Research Board, 1985.		

Analysis of level of service at unsignalized intersections is based upon the methodology found in the Transportation Research Board's Highway Capacity Manual (1994). This method calculates level of service based on the delay on each of the stop sign controlled movements at the intersection. For this DEIR, the reported level of service reflects the worst movement at the intersection. The delay ranges corresponding to the various levels of service, are shown in Table 4.5-3.

Table 4.5-4 summarizes the existing levels of service during the p.m. peak hour at 17 key intersections in the vicinity of the proposed project site both within and outside the City these locations were selected for analysis by the City of Roseville. The levels of service at six

TABLE 4.5-3

LEVEL OF SERVICE CRITERIA AT UNSIGNALIZED INTERSECTIONS

Level of Service (LOS)	Average Total Delay (sec/vehicle)
A	< 5 sec
B	5 - 10
C	10 - 20
D	20 - 30
E	30 - 45
F	> 45

Source: Transportation Research Board, 1994.

TABLE 4.5-4

EXISTING LEVELS OF SERVICE AT MAJOR INTERSECTIONS
(P.M. PEAK HOUR)

Intersection	Volume/ Capacity Ratio	Level Of Service
Washington Blvd at Blue Oaks Blvd	0.56	A
Foothills Blvd at Blue Oaks Blvd ¹	0.46	A
Foothills Blvd at Pleasant Grove Blvd ¹	0.53	A
Foothills Blvd at Pleasant Grove Blvd ¹	0.63	B
Foothills Blvd at Baseline Rd/Main St ¹	0.65	B
Foothills Blvd at Cirby Way ¹	0.86	D
Riverside Ave at Cirby Way ¹	0.78	C
Washington Blvd at Pleasant Grove Blvd	0.24	A
Washington Blvd at Junction Blvd	0.44	A
Washington Blvd at Main St	0.56	A
Woodcreek Oaks Blvd at Pleasant Grove Blvd	0.25	A
Woodcreek Oaks Blvd at Junction Blvd	0.26	A
Woodcreek Oaks Blvd at Baseline Rd	0.65	A
Fiddymment Rd at Baseline Rd ^{1,2}	-	E ³
Fiddymment Rd at Pleasant Grove Blvd ²	-	A
Sun City Blvd at Pleasant Grove Blvd	0.18	A
Fiddymment Rd at Del Webb Blvd ²	-	A

Notes:

1. Reflects 1999 traffic counts; all other intersections LOS based on 1995 counts.
2. Stop-controlled intersections; volume-to-capacity ratio does not apply.
3. LOS for southbound left turn movement. LOS for all other movements are LOS "A" or "B".

Source: DKS Associates, 1999.

of these intersections reflects 1999 turning movement counts, while the remainder are based on turning movement volumes collected by the City in 1995 - 1996.

Transit

Transit service is currently provided to the residents of the City of Roseville by two transit providers: Roseville Transit Services, and Placer County Transit. Their current transit routes are shown on Figure 4.5-3. Other transit systems in Roseville include taxicab services, Greyhound Bus Lines, and Amtrak. These existing transit services are described below.

City of Roseville Transit Services

Roseville Commuter Service is a fixed-route scheduled transit system operated by the City of Roseville. It provides commute service between Roseville and downtown Sacramento. There are currently four runs in each direction during both the a.m. (6 a.m. to 8 a.m.) and p.m. (4 p.m. to 6 p.m.) peak periods. Figure 4.5-3 shows the Roseville end of the transit route.

Roseville Transit (Formerly RUSH) is a fixed-route scheduled transit system operated by the City of Roseville within the city limits. There are currently seven scheduled routes. Six routes are "hubbed" at the Sierra Gardens Transfer Point. Timed transfer between routes take place every 30 minutes. Approximately one-half of the Roseville Transit riders are elderly and disabled; at this time few commuters use the system. The Roseville Transit system connects to both Placer County Transit and Sacramento Regional Transit.

Placer County Transit Services

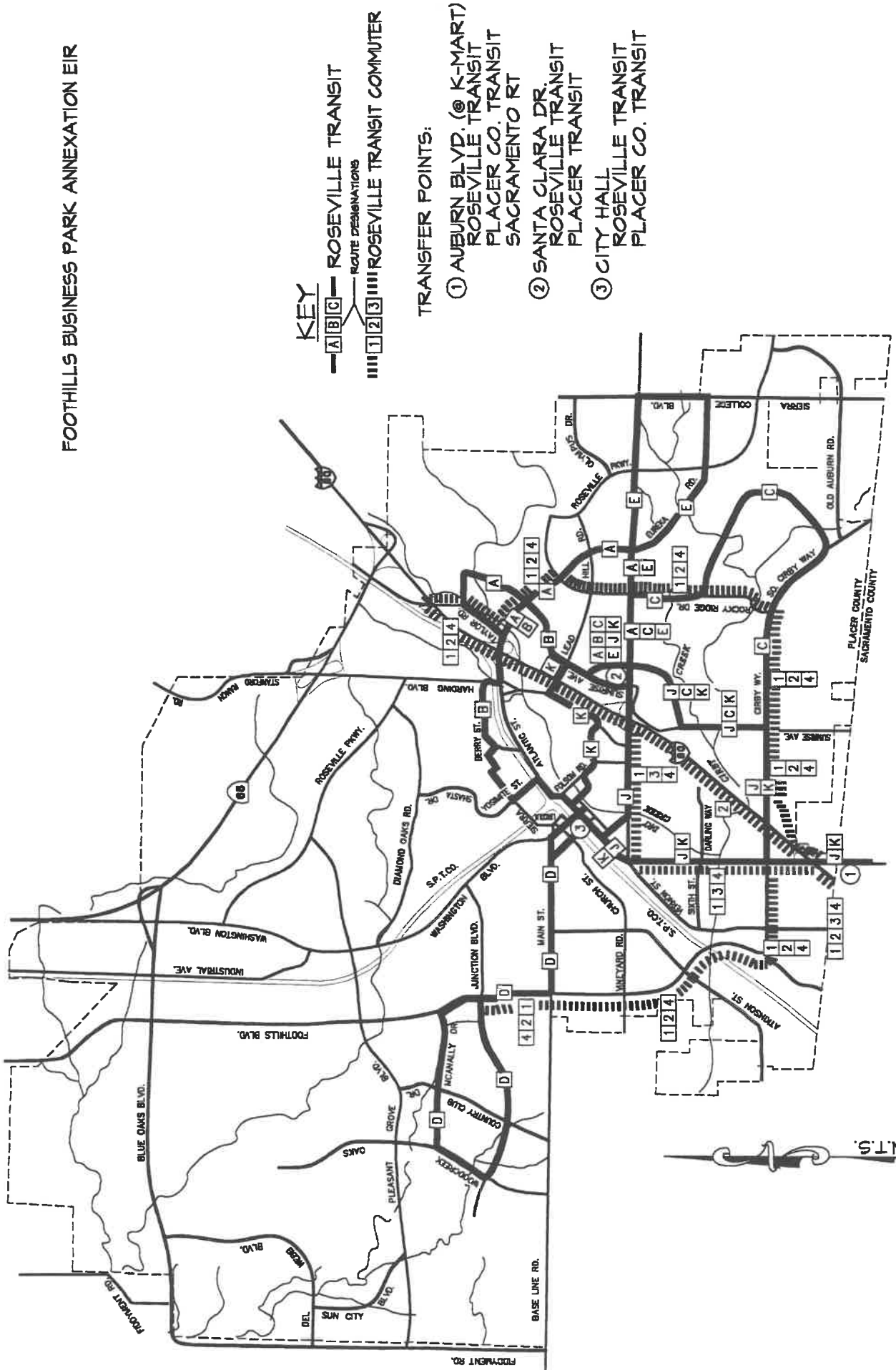
RADAR is a curb-to-curb system operated by the City of Roseville within its city limits, seven days a week. As a "dial-a-ride" service, it does not operate on fixed-route schedules; 75 percent of its ridership is elderly and disabled.

Placer County Transit is a fixed-route scheduled transit system operated by Placer County that principally serves the I-80 and Highway 49 corridors. Some of the routes are "deviated." A "deviated route" means that the buses generally travel on a main route (i.e., I-80) but can deviate from that route up to a certain distance (one-quarter mile in the case of Placer County Transit) to serve the specific needs of transit patrons. Currently, there are eleven runs a day between Auburn and Roseville. This route does not deviate and its buses connect with Roseville Transit and Sacramento Regional Transit.

Other Transit Services

Greyhound Bus Lines has a station at the intermodal facility (the Amtrak station) in Roseville. This station is a stop on the Sacramento to Auburn route and offers six to seven trips to Sacramento per day. From Sacramento, passengers can continue to destinations in any direction.

FOOTHILLS BUSINESS PARK ANNEXATION EIR



TRANSFER POINTS:

- ① AUBURN BLVD. (K-MART)
ROSEVILLE TRANSIT
PLACER CO. TRANSIT
SACRAMENTO RT
- ② SANTA CLARA DR.
ROSEVILLE TRANSIT
PLACER TRANSIT
- ③ CITY HALL
ROSEVILLE TRANSIT
PLACER CO. TRANSIT

KEY

—[A|B|C]— ROSEVILLE TRANSIT
 ROUTE DESIGNATIONS

|||||1|2|3| ROSEVILLE TRANSIT COMMUTER

4.5-14

Amtrak provides intercity rail service to Placer County via stations in Roseville and Colfax. The “California Zephyr” provides east–west service between Chicago and Oakland with one Roseville stop in each direction daily. Placer County residents can also access the California Zephyr at Truckee in Nevada County. Other Amtrak trains can be accessed at Sacramento, or by using the Amtrak Thruway Bus Connections to Roseville.

Capital Corridor Intercity Rail began operation in December 1991. This service links the Bay Area with the Sacramento area and Placer County. At present, one round trip train accesses Roseville daily.

Taxi service is provided by several private companies.

Roseville is not currently served by Regional Transit’s light rail transit (LRT) system. An extension of LRT to Roseville is proposed in Roseville’s “Long Range Master Transit Plan”, but is an unfunded project.

Bicycles

Bikeway Classification

Bikeways are defined as specific routes and classes that meet minimum design standards. Roseville generally follows Caltrans’ design standards for the following classes of bikeways:

- *Class I bikeways*, which provide a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with cross flows by motorists minimized. Class I bikeways are a minimum of 8 feet wide if two directional, 5 feet wide if one-way. A 2-foot graded area should parallel the bikeway on both sides, and the bikeway should be a minimum of 5 feet from an adjacent roadway.
- *Class II bikeways*, which provide a restricted right-of-way designated for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and cross flows by pedestrians and motorists permitted. Class II bikeways are typically 4 feet wide in Roseville and separated from vehicle traffic by a solid white stripe.
- *Class III bikeways*, which provide a right-of-way designated by signs or permanent markings, are shared with pedestrians or motorists.

In addition, Roseville has an additional classification for bikeways.

- *Class IA facilities* are bicycle paths that have been developed as parallel sidewalk routes along major roadways and are separated from the roadway by a landscape strip. Caltrans does not consider sidewalk facilities to be Class I facilities, and does not recommend that they be signed as bicycle routes. However, Class IA facilities are still desirable for bicyclists of lower skill levels, such as children, as well as others who are hesitant to utilize on-street routes.

The City of Roseville has an adopted Bikeway Master Plan, which provides guidelines for the development of a citywide network of Class I, II, and III bicycle facilities and design standards (based on Caltrans standards) for new bicycle facilities within Roseville.

Existing Bikeways

Figure 4.5-4 shows the existing bikeways within Roseville city limits and all points where Roseville bikeways connect with Placer County bicycle routes. Each of the five specific plan areas contain significant bikeway elements within the plan areas. The existing bikeways in the adjacent North Roseville Specific Plan Area are described below:

North Roseville Specific Plan Area. The specific plan includes a network of off-street (Class I) bicycle trails along the north and south forks of Pleasant Grove Creek and along two easements in the Phase II portion of the plan area. In addition, all arterials and collectors in the plan area will include Class II bike lanes; this includes sections of the following arterials that are within the plan area: Blue Oaks Boulevard, Woodcreek Oaks Boulevard, Pleasant Grove Boulevard, Junction Boulevard, and Fiddymment Road.

Trucks

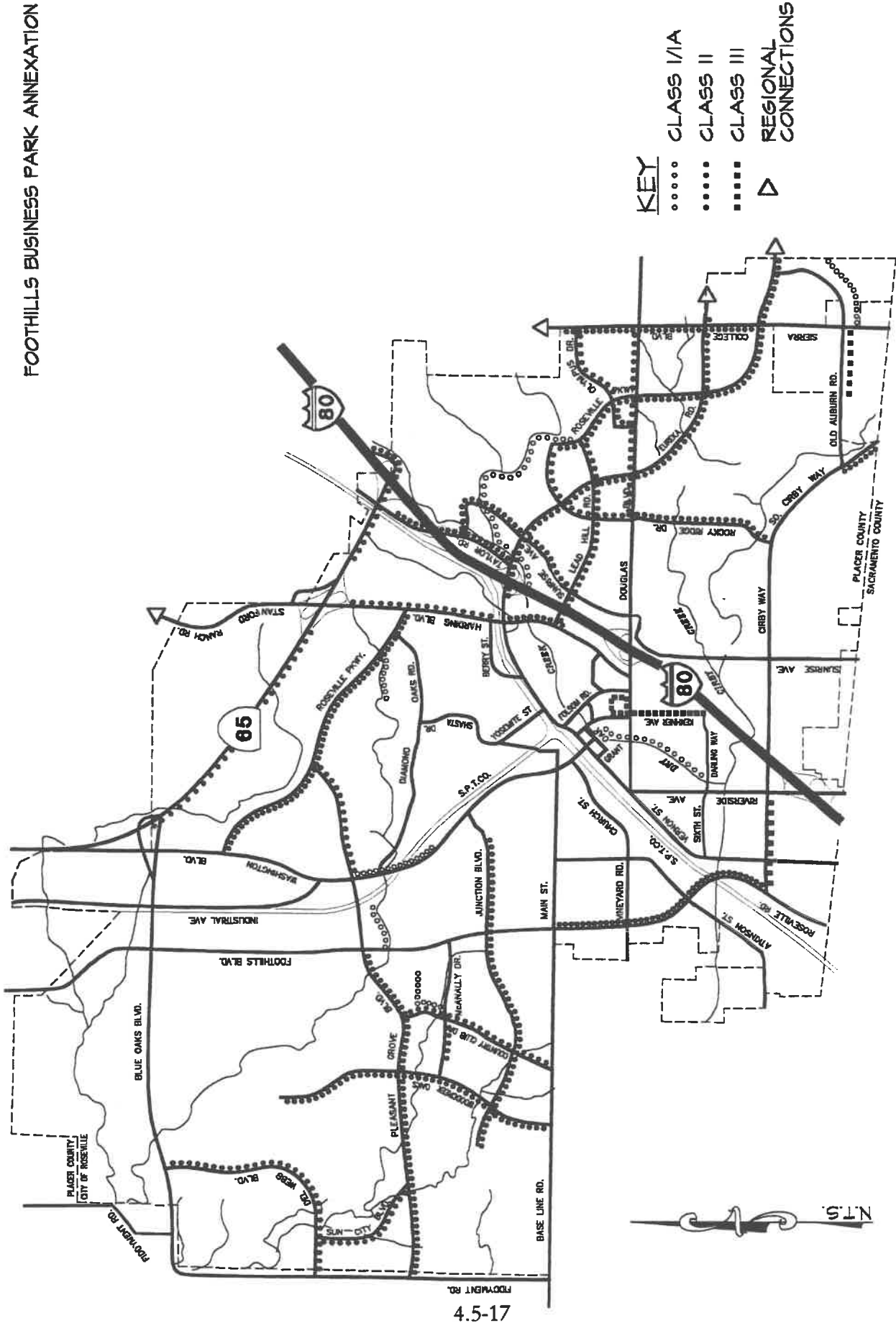
Figure 4.5-5 shows the existing designated truck routes within the Roseville city limits. These include the following:

- I-80;
- SR 65;
- Baseline Road west of Foothills Boulevard;
- Foothills Boulevard south of Baseline Road;
- Cirby Way between Foothills Boulevard and Sunrise Avenue;
- Roseville Road south of Cirby Way;
- Riverside Avenue/Auburn Boulevard south of Cirby Way;
- Sunrise Avenue south of Cirby Way;
- Douglas Boulevard between Eureka Road and Sierra College Boulevard;
- Eureka Road between Douglas Boulevard and I-80;
- Sierra College Boulevard; and
- Blue Oak Boulevard between Foothills Boulevard and Fiddymment Road.

These truck routes link with Sacramento County's designated truck routes on Roseville Road, Auburn Boulevard, Sunrise Boulevard, and Hazel Avenue.

Rail

Union Pacific's transcontinental rail line and its switching yard and maintenance facilities have played a major role in Roseville's history. The railroad facilities in the City have and will continue to have a significant effect on the area's economy. However, the railroad tracks and yard create a substantial barrier to both pedestrian and automobile circulation. They concentrate vehicle traffic into a limited number of crossings and thereby have a large influence on travel patterns through the City.

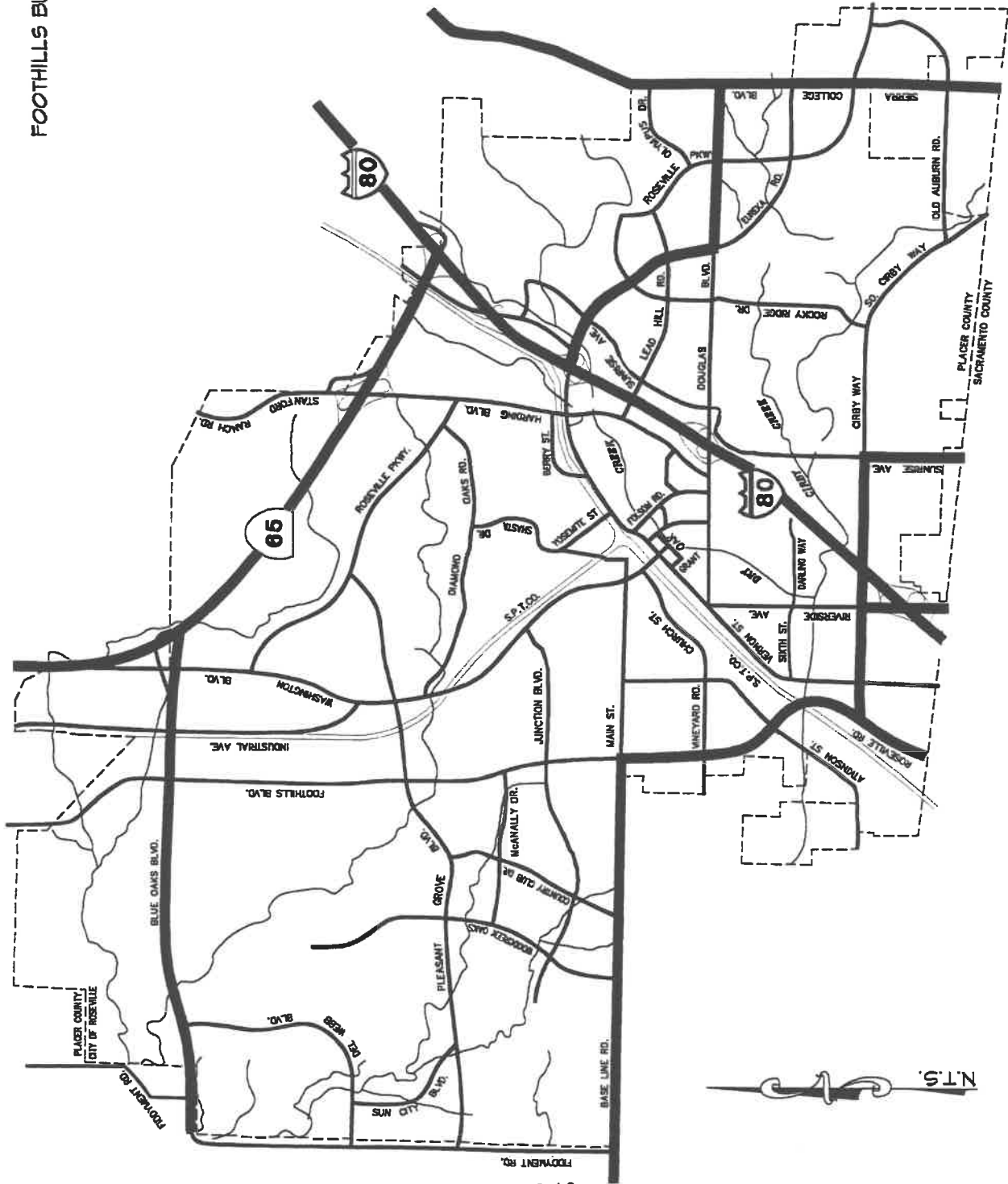


4.5-17

- KEY**
- CLASS I/A
 - CLASS II
 - CLASS III
 - ▷ REGIONAL CONNECTIONS

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Transportation Engineers

EXISTING BIKE ROUTES



KEY
 TRUCK ROUTES

4.5-18

KD Anderson
 Transportation Engineers

EXISTING TRUCK ROUTES

Figure 4.5-6 shows the major rail lines that serve the City of Roseville, as well as existing crossings of these rail lines (both at-grade and grade-separated crossings).

The main line of the Union Pacific tracks crosses under SR 65 adjacent to Taylor Road. It then follows I-80 south to Atlantic Street, which it follows into downtown Roseville. It then connects with a northern spur and enters the Roseville switching yard. Adjacent land use in this vicinity is a mixture of commercial, industrial, and residential land use. The switching yard then continues south past the city limits. There are only two at-grade crossings in the city limits, at Yosemite Street and Berry Street. The rail line crosses under Harding Boulevard, over Washington Boulevard and under Foothills Boulevard, which together with SR 65 are the only four grade-separated crossings of the Union Pacific main line tracks (see Figure 4.5-6).

The northern spur of the Union Pacific rail line crosses under Blue Oaks Boulevard, adjacent to Industrial Avenue. The rail continues south and crosses over Washington Boulevard and under Sierra Boulevard before it joins the main line near the downtown area. There are no at-grade crossings of this spur line. The four grade-separated crossings (at Blue Oaks Boulevard, Pleasant Grove Boulevard, Washington Boulevard, and Sierra Boulevard) are shown on Figure 4.5-6.

Amtrak provides commuter rail service to the City. See discussion under the transit section above.

Aviation

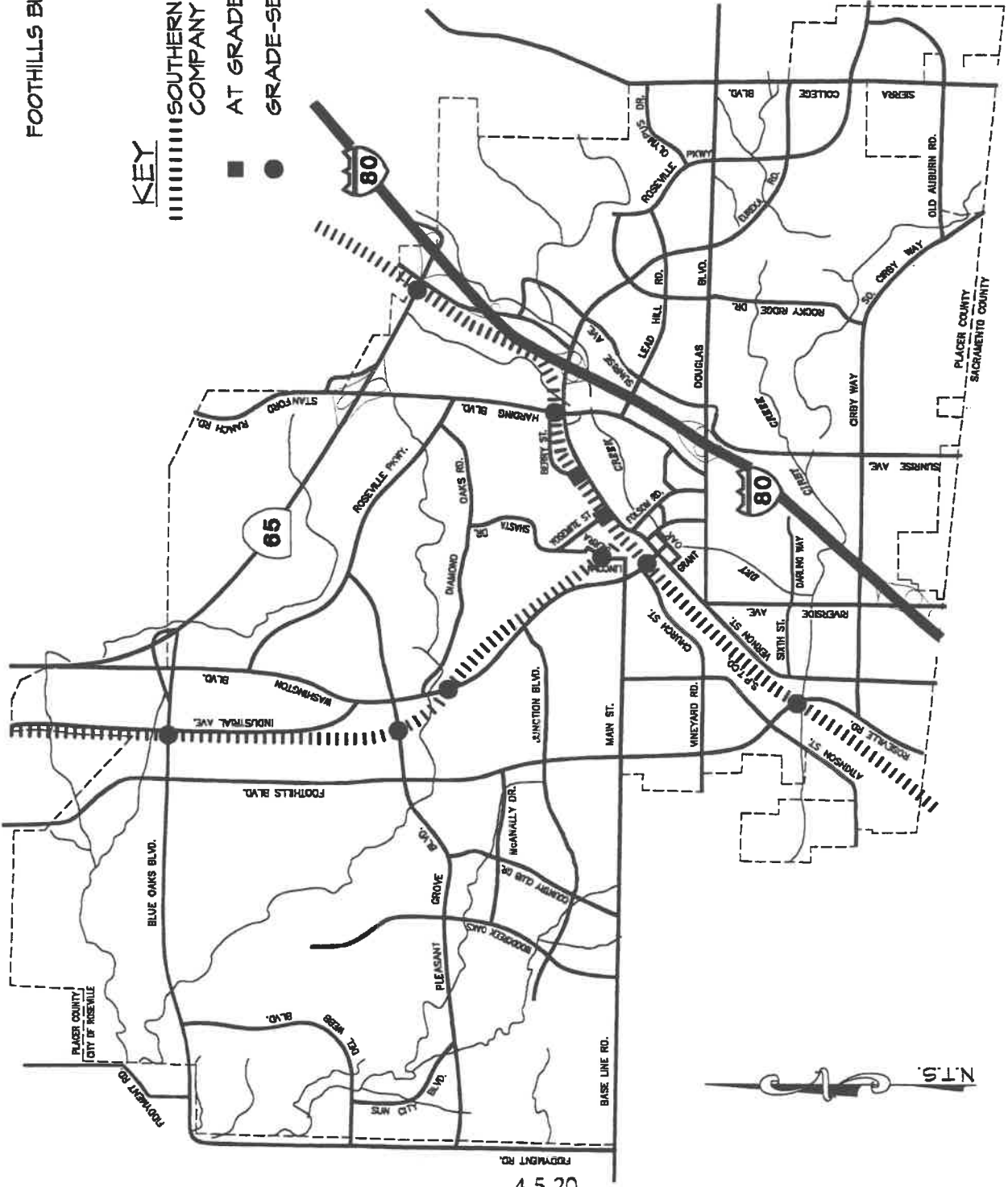
There are no existing aviation facilities within the city limits of Roseville. The nearest general aviation airport is the Lincoln Airport, located roughly 10 miles north of Roseville along SR 65. Other general aviation airports in the vicinity are the Auburn Airport, located approximately 20 miles northeast of Roseville near Highway 49 north of I-80, Natomas Airport, located approximately 14 miles southwest of Roseville, Rio Linda Airport, approximately 11 miles southwest of Roseville, and the Sacramento Metropolitan Airport, located 25 miles southwest of Roseville along Interstate 5 north of I-80. McClellan Air Force Base is also near Roseville. It is located north of I-80 about 7 miles southwest of the City.

Local Setting

The project site is located in an unincorporated area of Western Placer County and in the northern portion of the City of Roseville. The site comprises approximately 92 acres of land proposed for annexation into the City, and 32 acres of land within the City limit that is contiguous to the annexation area. The project area is bounded by the Union Pacific railroad tracks and Industrial Avenue to the east and the Woodcreek East Project is located southwest of the site. In addition, the project site is located in the southern portion of the 8,899-acre Sunset Industrial area and is currently designated for industrial development.

FOOTHILLS BUSINESS PARK ANNEXATION EIR

- KEY**
- ||||| SOUTHERN PACIFIC TRANSPORTATION COMPANY MAINLINE
 - AT GRADE CROSSINGS
 - GRADE-SEPARATED CROSSINGS



4.5-20

KD Anderson
Transportation Engineers

6450-13: figures.dwg

EXISTING RAILROAD FACILITIES

Figure 4.5-6

The project area is currently undeveloped and as such does not generate traffic volumes. No paved roadways exist on the site, but the site is served by Foothills Boulevard and Winding Creek Road to the southwest.

4.5.3 REGULATORY SETTING

Federal

There are no known federal standards that would directly affect the transportation and circulation aspects of the proposed project.

State

The California Clean Air Act sets guidelines for air emissions resulting from vehicular travel. Traffic generated by the Proposed Project must not create air quality levels that exceed limits set by this act.

Local

Level of Service ¹ (LOS) Standard

Under the General Plan, the City of Roseville has set a standard of LOS "C" or better for its roadway system during the p.m. peak hour. Consequently, LOS "A", "B", and "C" are considered acceptable, while "D", "E", and "F" are unacceptable. In accordance with the recent CIP Update, the General Plan policy was amended to allow LOS "D" at locations within the City's infill area and within one-half mile of a freeway/highway interchange where the City decides, based on established criteria, that the impacts and/or costs of the required improvements override the benefits of having LOS "C" for all hours of the day. The updated CIP recognizes that the intersections of Sunrise/Cirby and Harding/Douglas would function at LOS "E".

City of Roseville Improvement Standards

Roadway improvements within the City of Roseville must conform to a set of standard plans that detail City standards for pavement width, lighting, drainage, sewer, and other roadside facilities. Roadway facilities associated with the proposed project must meet or exceed these standards.

Capital Improvement Program (CIP)

The CIP defines phasing of roadway improvements that are needed to meet the City's LOS standards over a 15-year period. This program must be updated a minimum of every 5 years or with the approval of a significant development such as the proposed project. The City's CIP was recently updated and the updated CIP is reflected in this section.

Long Range Transit Master Plan

The City has developed a plan to guide development of both inter- and intra-city transit service through year 2010. The plan was based on the existing General Plan and did not consider development of the proposed project.

Bikeway Master Plan

The General Plan calls for the development of a comprehensive bikeway system that would provide connections between the City's major employment and housing areas and between existing and planned bikeways. The City adopted a Bikeway Master Plan in 1994 that provides guidelines for the development of a citywide network of bicycle facilities and design standards (based on Caltrans standards) for new bicycle facilities in Roseville. The Master Plan is targeted to be updated in mid-2000.

Truck Routes

A number of roadways through the City of Roseville have been designated as truck routes. Of these routes, SR 65, Blue Oaks Boulevard and Baseline Road provide access to the vicinity of the Proposed Project. Improvements made to these roadways to accommodate the Proposed Project must consider their truck route designation.

Transportation System Management (TSM)

TSM measures are designed to reduce vehicular travel demand and meet air quality goals. Employers of 50 or more employees within the City of Roseville are required to comply with the City's TSM ordinance and include TSM measures where feasible.

4.5.4 IMPACTS

In order to provide a more conservative (i.e., worst case) impact analysis, the following discussion utilizes 2015 market and 2020 conditions as the baseline scenario upon which the proposed project is added.

As discussed in Section 4.0, no development (except the extension of Foothills Boulevard, bike trail and water line easement) is proposed for the contiguous parcels. The contiguous parcels are designated light industrial, and are already assumed to be developed in the City's traffic model as part of development in the North Industrial area.

Method of Analysis

The proposed project is a relatively large development that could take many years to build out. Also, travel patterns from this project would vary depending on development assumptions in the remainder of Roseville and the rest of the Sacramento region. For these

reasons, traffic impacts from the proposed project have been evaluated based on comparison to a "Future Baseline" condition; the 2015 Market and 2020 scenarios identified in the recent update of the CIP. The proposed project has also been compared to existing traffic conditions to provide a benchmark to which the reader can relate. A discussion of the relative impacts of the proposed project on existing conditions is included in Appendix E.

The development of transportation system needs and impacts is based on the Year 2015 and Year 2020 travel demand models which were recently updated and calibrated by DKS Associates for the City of Roseville. The model translates land uses into transit patronage and roadway traffic volume projections. Its inputs are estimates of development (i.e., the number of single-family and multi-family dwelling units, and the amount of square footage of various categories of non-residential uses) and descriptions of the roadway and transit systems. The model covers not only the City of Roseville, but also the entire Sacramento region (including the portions of Placer County west of Colfax). The model maintains a general consistency with the trip distribution and mode choice estimates from the regional model used by the Sacramento Area Council of Governments (SACOG).

The outputs of the travel demand model include average daily and peak hour traffic volume forecasts on roadway segments as well as turning movements at intersections. The level of service of Roseville's arterial and collector roadway system is primarily dictated by the capacity and operations of its signalized intersections. For this DEIR, levels of service were evaluated at 88 existing and planned intersections throughout the City of Roseville and surrounding communities, using intersection geometrics identified in the City's updated 2015 CIP and the corresponding CIPs of other communities

Transportation System and Development Assumptions of the Future Baseline Condition

Development Assumptions for the Baseline Condition

Traffic impacts of the proposed project are based on a comparison to the traffic impacts from a future scenario of growth. This future scenario was originally based on the City's General Plan: the Future Baseline (2015 Market/No Project) scenario that is based on the 2015 Market analysis that was prepared for the 2000 CIP Update. The CIP Update accounts for projected growth in each of the City's approved specific plans plus the Infill Area and the North Industrial Area. In addition, the NRSP Phase 3 and Woodcreek East developments have recently been incorporated into the future 2015 Market model. The assumed growth for each of these Roseville planning areas is summarized in Table 4.5-5.

Development assumptions outside the City of Roseville, particularly in adjacent communities, also have an important impact on the forecasts of travel patterns within the City. The CIP Update has used the latest 2015 development forecasts for each jurisdiction in Placer County. Outside of Placer County, the CIP Update used 2015 land use and trip generation estimates prepared by the Sacramento Area Council of Governments (SACOG)

Planning Area	Dwelling Units		1,000 Sq Ft (KSF)		
	SF	MF	Retail	Office	Industrial
Del Webb SP	3,110	100	112.5	0.0	0.0
Highland Reserve North SP	1,300	470	1,000.9	324.7	0.0
Infill Area	11,089	5,150	3,435.8	1,971.1	7,661.9
North Central Roseville SP	2,266	1,307	2,921.1	1,268.4	1,026.1
Northeast Roseville SP	615	795	2,076.4	3,113.2	0.0
North Industrial Area	0	0	178.0	0.0	6,174.5
North Roseville SP Phase 1	2,160	665	146.4	85.1	0.0
North Roseville SP Phase 2	1,910	556	99.7	120.2	0.0
NRSP Phase 3	669	0.0	0.0	0.0	0.0
Northwest Roseville SP	6,617	2,168	673.2	158.9	0.0
Southeast Roseville SP	1,779	1,549	477.9	1,138.0	0.0
Stoneridge SP	2,253	629	147.1	100.6	0.0
Total	33,768	13,389	11,280.1	8,280.2	14,862.4

Source: KD Anderson Transportation Engineers, 2000.

for the 1996 Metropolitan Transportation Plan (MTP). These same 2015 development forecasts were used to estimate the impacts of the No Project Alternative and the proposed project in this EIR.

Impacts From Development of Future Baseline (2015 Market/No Project) Scenario

The following information is intended to summarize impacts associated with the development of land uses as allocated by the Future Baseline (2015 Market/No Project) scenario. A discussion of the impacts using the most recent development and transportation assumptions for this scenario is described below. This summary information will be helpful to the reader when reviewing the following section on impacts associated with the proposed project, since the project impacts focus on the increment of growth between the future baseline condition (No Project Alternative) and the proposed project.

The 2015 Market scenario was originally defined and evaluated as part of the 2000 CIP Update. Since that time, it has been updated to reflect development of the NRSP Phase 3. As directed by City staff, development of preferred NRSP project entailed 669 single-family residences. The Update identified roadway improvements necessary to meet the level of service policy in the City's General Plan, which was modified for the approval of the 2000

CIP. The revised policy called for the maintenance of LOS "C" conditions, except in the City's Infill Area and within one-half mile of a freeway/highway interchange. In those areas, LOS "D" conditions could be allowed where the City decides that the impacts and/or costs of the required improvements are not worth the benefits of having LOS "C" for all hours of the day. The updated CIP recognizes that the intersections of Sunrise/Cirby and Harding/Douglas would function at a LOS "E". These intersections where the City has approved a LOS standard worse than LOS "C" are shown in Table 4.5-6.

Area	Intersection	Level of Service
Infill	Riverside and Douglas	D
	Sunrise and Cirby	E
	Grant and Vernon	D
	Lincoln and Vernon	D
	Harding and Douglas	E
	Washington and Main	D
	Foothills and Cirby	D
Within One-half Mile of a Freeway Interchange	Taylor and Roseville Parkway	D
	Pleasant Grove and Roseville Parkway	D
	Harding and Roseville Parkway	D
	Taylor and Eureka	D
	Sunrise and Eureka	D

Source: KD Anderson Transportation Engineers, 2000.

Trip Generation and Mode Choice of Proposed Project

The proposed project's trip generation was estimated with the trip generation rates that were used in developing Roseville's CIP, which are generally consistent with those in the Institute of Transportation Engineers' (ITE) publications on trip generation, as shown in Table 4.5-7. It was estimated that the proposed project would generate approximately 6,948 daily vehicle trips from the area that lies to the east of Foothills Boulevard. The trip generation calculation includes only the annexation area, because the development of light industrial uses on the contiguous parcels is assumed in the No Project Scenario. As discussed above, the contiguous parcels already included in the base model, so it is not included in the "plus project" model projections.

TABLE 4.5-7			
LAND USE AND TRIP GENERATION			
Land Use Category	Units	Trip Generation Rates	Daily Vehicle Trips Generated
Industrial	883.906 ksf	7.6 trips/ksf	6,718
Public Quasi/Public	5.1 acres	45.0 trips/acre	230
Total Daily Trip Generation:			6,948

Standards of Significance

For the purpose of this EIR, impacts are considered significant if the proposed project would:

- Not meet the General Plan's level of service policy.² The proposed project is considered to have a significant impact on those intersections that would operate at an acceptable level of service (LOS "C" or better) under the No Project Alternative, but would operate at LOS "D" or worse under the proposed project and thus require additional mitigation;
- Result in an inability of existing planned transit services to meet the needs of the proposed project, which includes helping the City meet its level of service standard, transportation systems management standards and air quality goals; or
- Result in planned bicycle facilities that would not meet the needs of the proposed project, or the policies and guidelines of the Bikeway Master Plan.

Project-Specific Impacts

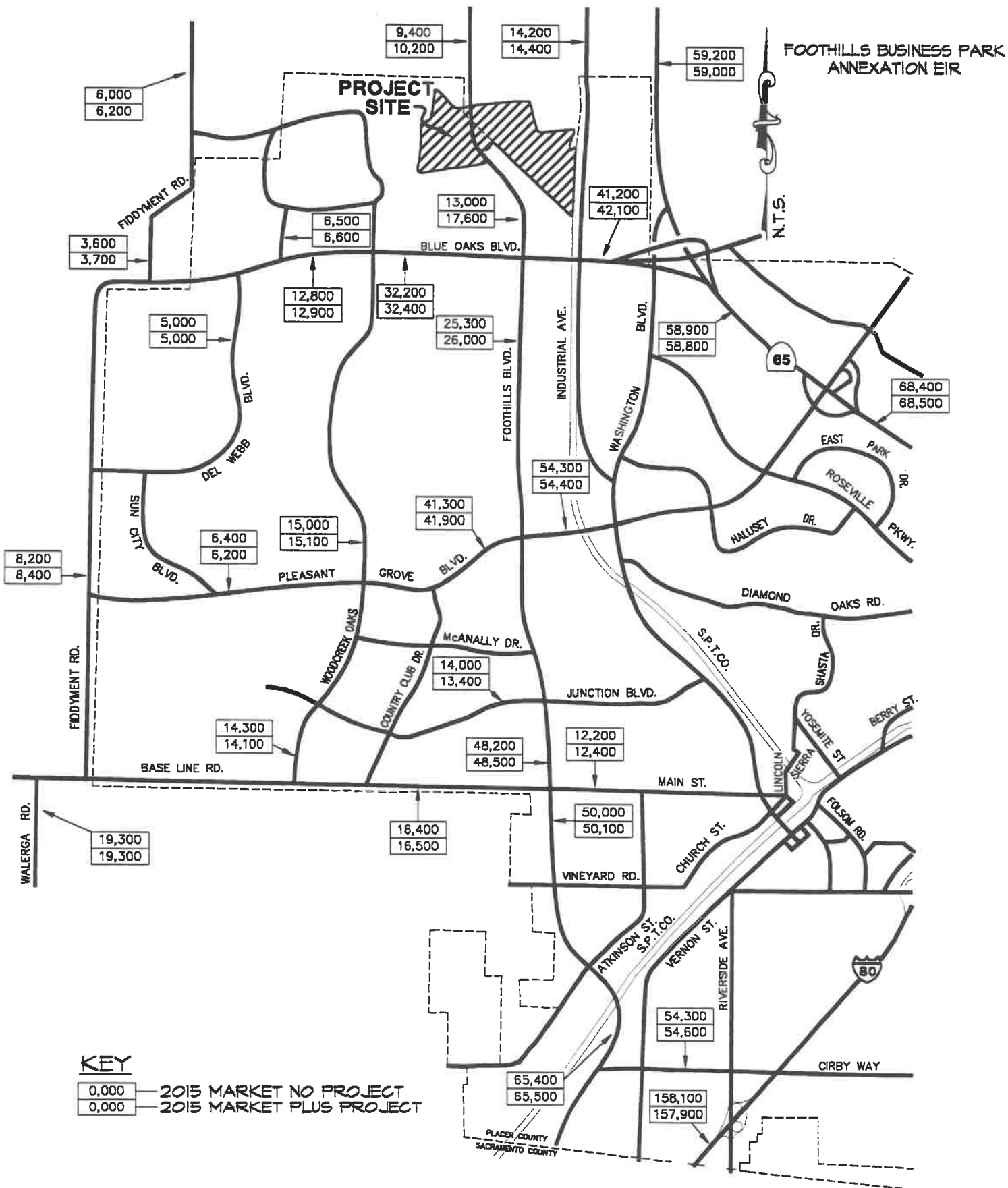
Daily and peak hour traffic volumes were analyzed under 2015 Market conditions for roadways throughout the City of Roseville and unincorporated Placer County. Daily traffic volumes associated with this 2015 plus project analysis are shown in Figure 4.5-7. These traffic volumes were estimated by the City's travel demand model. The travel model does not simply add traffic traveling to and from the proposed project to the 2015 Market/No Project Scenario, but rather redefines the origin and destination of all travel in the region in response to the proposed project. P.M. peak hour intersection analysis was conducted for all major intersections in the City of Roseville. The levels of service at key intersections in the vicinity of the proposed project are shown in Table 4.5-8. The Level of Service analysis yields the following impacts:

TABLE 4.5-8

**INTERSECTION LEVEL OF SERVICE ANALYSIS
PM PEAK HOUR**

Intersection		2015 Market/ No Project		2015 Market/ Proposed Project	
North-South St.	East-West St.	LOS	V/C	LOS	V/C
I-80 WB On	Atlantic St	A	0.58	A	0.57
Taylor Rd	Eureka Rd	C	0.79	D	0.82
Foothills Blvd	Blue Oaks Blvd	C	0.80	D	0.85
Foothills Blvd	Pleasant Grove	C	0.78	C	0.78
Foothills Blvd	Atkinson Rd	C	0.75	C	0.75
Foothills Blvd	Cirby Way	D	0.83	D	0.83
Foothills Blvd	Junction Blvd	C	0.80	C	0.80
Foothills Blvd	Main St	C	0.77	C	0.76
Stanford Ranch	SR-65 NB On	B	0.67	B	0.67
Stanford Ranch	SR-65 SB On	C	0.71	C	0.70
Harding Blvd	Roseville Pkwy	D	0.89	D	0.85
Harding Blvd	Atlantic St	A	0.59	A	0.59
Harding Blvd	Lead Hill Blvd	C	0.72	C	0.74
Harding Blvd	Douglas Blvd	E	0.97	E	0.91
Riverside Ave	Cirby Way	C	0.81	C	0.81
Vernon St	Cirby Way	C	0.77	C	0.77
Washington Blvd	Blue Oaks Blvd	C	0.78	C	0.80
Washington Blvd	Roseville Pkwy	C	0.70	C	0.75
Washington Blvd	Industrial Ave	A	0.55	A	0.56
Washington Blvd	Pleasant Grove	D	0.82	C	0.81
Washington Blvd	Diamond Oaks	A	0.58	A	0.60
Washington Blvd	Junction Blvd	C	0.73	C	0.76
Washington Blvd	Main St	D	0.86	D	0.88
Woodcreek Oaks	Baseline Rd	B	0.65	B	0.65
Woodcreek Oaks	Junction Blvd	B	0.69	C	0.71
Woodcreek Oaks	Pleasant Grove	C	0.78	C	0.81
Fiddymment Rd	Pleasant Grove	A	0.52	A	0.52
Foothills Blvd	Roseville Pkwy	C	0.72	C	0.76
Foothills Blvd	Atkinson Rd	A	1.02 ¹	A	1.00 ²
Foothills Blvd	Cirby Way	D	0.88	D	0.89
I-80 WB Off	Douglas Blvd	B	0.69	B	0.69
Riverside Ave	I-80 WB Off-ramp	B	0.61	B	0.61
SR-65 NB Off	Blue Oaks Blvd	B	0.69	C	0.71
SR 65 NB Off	Pleasant Grove	A	0.51	A	0.52
SR 65 SB Off	Pleasant Grove	A	0.45	A	0.46
Sunrise Ave	Roseville Pkwy	C	0.76	C	0.78
Taylor Rd	Roseville Pkwy	D	0.83	D	0.82
Washington Blvd	Oak St	B	0.60	B	0.63
Woodcreek Oaks	Blue Oaks Blvd	B	0.64	B	0.65
Fiddymment Rd	Blue Oaks Blvd	A	0.23	A	0.24
Del Webb Blvd	Blue Oaks Blvd	A	0.19	A	0.20
North N-S Coll	Blue Oaks Blvd	A	0.42	A	0.45

SOURCE: DKS Associates and kdANDERSON Transportation Engineers, 2000.



KD Anderson
Transportation Engineers

**DAILY TRAFFIC VOLUMES
 UNDER 2015 MARKET CONDITIONS
 WITH THE PROPOSED PROJECT**

IMPACT 4.5-1:	The proposed project would increase traffic volumes on City of Roseville roadways and result in unacceptable operating conditions (LOS "D") at the intersection of Foothills Boulevard and Blue Oaks.
SIGNIFICANCE:	Significant
MITIGATION:	Mitigation Measure 4.5-1: (Update CIP to include improvements to Blue Oaks Boulevard/Foothills Boulevard)
RESIDUAL SIGNIFICANCE:	Less than Significant.

Development of the proposed project would contribute an estimated 6,948 additional daily vehicle trips to the northeastern area of the City. These trips increase traffic volumes on roadways serving the project area, particularly Foothills Boulevard and Blue Oaks Boulevard. Figure 4.5-7 compares the proposed project to the Future Baseline (2015 Market/No Project) scenario.

The p.m. peak hour intersection analysis (summarized in Table 4.5-8) indicates that the proposed project would cause one intersection to operate at LOS "D" or worse, that would operate at LOS "C" or better under the No Project scenario: Foothills Boulevard/Blue Oaks Boulevard.

A feasible improvement to this intersection would include a third eastbound through lane. This improvement would allow the intersections of Blue Oaks Boulevard and Foothills Boulevard to operate at LOS "C" under the plus Project condition.

Assuming a single left turn lane, three through lanes and a separate right turn lane on both Blue Oaks Boulevard approaches yields LOS "C" ($v/c=0.79$) operations. While not needed to provide acceptable operating conditions, dual left turn lanes should also be included in the post processing software geometrics as these dual left turn lanes are currently being installed as part of the Blue Oaks Boulevard widening project.

IMPACT 4.5-2:	The proposed project would contribute to an increase in traffic volumes on State highways.
SIGNIFICANCE:	Less than significant
MITIGATION:	None required.

Table 4.5-9 compares projected daily traffic volumes of State highways under the Future Baseline (2015 Market/No Project) scenario and the proposed project.

Table 4.5-10 shows the daily traffic volumes for interchange ramps on the State highways that would be impacted by the project.

TABLE 4.5-9

**AVERAGE DAILY TRAFFIC VOLUMES ON STATE HIGHWAYS
UNDER THE 2015 MARKET SCENARIO**

Facility	Segment	2015 Market/ No Project		2015 Market/ Proposed Project	
		ADT	LOS	ADT	LOS
I-80	Sac. County line to Riverside Ave	158,100	E ¹	158,000	F ¹
I-80	Riverside Avenue to Douglas Blvd	131,200	F	131,200	F
I-80	Douglas Blvd to Eureka Rd	131,500	F	131,600	F
I-80	Eureka Rd to Taylor Rd	128,300	F	128,200	F
I-80	SR 65 to Rocklin Rd	107,200	E	107,200	E
SR 65	Harding to Pleasant Grove Blvd	68,400	E	68,500	E
SR 65	Pleasant Grove Blvd to Blue Oaks Blvd	58,900	D	58,800	D
SR 65	Blue Oaks Blvd to Sunset Blvd	59,200	D	57,000	D
SR 70/99	North of Riego Road	30,000	B	30,100	B
SR 70/99	South of Riego Road	40,200	B	40,100	B

¹ ADT includes forecasted HOV lane volumes; applies to mixed-flow lanes only. Levels of Service (LOS) are based on roadway capacities and LOS criteria from the EIR on the Placer County General Plan (1992/1993).

Interchange	Ramps	2015 Market/ No Project	2015 Market/ Proposed Project	Change
I-80/Riverside	Westbound On from Southbound Riverside Avenue	14,200	14,000	-200
	Westbound On from Northbound Riverside Avenue	4,700	4,600	-100
	Westbound Off	4,400	4,400	0
	Eastbound On	6,700	6,800	+100
	Eastbound Off to Northbound Riverside Avenue	10,600	10,600	0
	Eastbound Off to Auburn Blvd / Orlando Avenue	15,200	15,300	+100
SR 65/Sunset	Northbound On	7,100	4,900	+300
	Northbound Off	9,100	9,200	+100
	Southbound On	9,400	9,500	+100
	Southbound Off	6,600	6,800	+200
SR 65/Blue Oaks Blvd	Northbound On	9,900	10,100	+200
	Northbound Off	9,000	9,200	+200
	Southbound On from Eastbound Blue Oaks Boulevard	7,800	8,000	+200
	Southbound On from Washington Boulevard	2,300	2,300	0
	Southbound Off	11,900	11,900	0
SR 65/Pleasant Grove Blvd	Northbound On from Eastbound Pleasant Grove Boulevard.	2,800	2,800	0
	Northbound On from Westbound Pleasant Grove Boulevard.	1,300	1,400	+100
	Northbound Off	8,600	8,700	+100
	Southbound On from Eastbound Pleasant Grove Boulevard.	6,000	6,000	0
	Southbound On from Westbound Pleasant Grove Boulevard.	4,200	4,300	+100
	Southbound Off	5,200	4,900	-300

SOURCE: DKS Associates, kdANDERSON Transportation Engineers, 2000.

The LOS analysis for the State highways (shown in Table 4.5-9) is based on daily roadway capacities and LOS criteria from the EIR on the Placer County General Plan. The 2015 Market scenario assumed that SR 65 would be widened to four lanes from Roseville to Lincoln and that I-80 would be widened to accommodate HOV lanes between Madison Avenue and the Sacramento/Placer County line.

The analysis shows that I-80 through Roseville would operate at LOS "F" conditions under the 2015 Market/No Project scenario west of SR65. The proposed project would not significantly increase traffic volumes on State highways. The changes in traffic volumes on State highways associated with the proposed project are low due to: (1) the distance between the proposed project and I-80, (2) future congestion on I-80, and (3) the regional redistribution of travel that is forecasted by the City's travel demand model. The travel model does not simply add traffic traveling to and from the proposed project to the 2015 Market/No Project scenario, but rather redefines the origin and destination of all travel in the region in response to the proposed project. A redistribution of travel would also be forecasted if SACOG's regional travel demand model was used to forecast impacts of the proposed project.

Due to congestion on I-80 under the 2015 Market No Project scenario, travel speeds would be very low during peak periods. The travel model's trip distribution and traffic assignment process accounts for that congestion and has forecasted limited increases in traffic on I-80 caused by the proposed project.

The poor level of service anticipated on I-80 under the 2015 Market/No Project scenario could be improved by the addition of HOV lanes, ramp metering (throughout the I-80 corridor) and regional TSM elements. Such improvements and measures should be resolved on a regional level, such as the on-going I-80 Corridor Major Investment Study being conducted by SACOG, the Placer County Transportation Planning Agency (PCTPA) and Caltrans.

An analysis of p.m. peak hour intersection level of service was also conducted for intersections of state highway ramps with the adjacent roadway system and are shown in Table 4.5-11. This analysis indicates that the proposed project would not cause any of these intersections to operate at LOS "D" or worse.

The additional traffic volumes generated by the proposed project would not cause any significant change in the level of service on the State highway system compared to conditions under the Future Baseline (2015 Market/No Project) scenario. Therefore, the proposed project would have a less-than-significant impact on State highways.

TABLE 4.5-11

LEVEL OF SERVICE AT INTERSECTIONS WITH STATE HIGHWAY RAMPS

Location	2015 Market/ No Project		2015 Market/ Proposed Project	
	LOS	V/C	LOS	V/C
Riverside and I-80 WB Off-Ramp	B	0.61	B	0.61
Blue Oaks and SR 65 NB Off-Ramp	B	0.69	C	0.71
Pleasant Grove and SR 65 NB Off-Ramp	A	0.51	A	0.52
Pleasant Grove and SR 65 SB Off-Ramp	A	0.45	A	0.46
Stanford Ranch Rd and SR 65 NB On-Ramp	B	0.67	B	0.67
Stanford Ranch Rd and SR 65 SB On-Ramp	C	0.71	C	0.70

Source: DKS Associates, kdANDERSON Transportation Engineers, 2000.

IMPACT 4.5-3: The proposed project would increase traffic volumes on Placer County roadways.

SIGNIFICANCE: Less than Significant

MITIGATION: None required.

The impacts of the proposed project on roadways within the unincorporated areas of Placer County were evaluated using the County's 2010 travel model and assumptions, per the Settlement Agreement and Memorandum of Understanding between the City of Roseville and Placer County.

The County's General Plan Model assumes the roadway system depicted in the County's 2010 CIP. That system assumes that Sunset Boulevard would be extended to Fiddymont Road just north of the proposed project.

The planning assumptions for the proposed project were used to evaluate impacts on County roadways in place of those used in the County's 2010 model. The proposed project would generate approximately 6,950 average daily vehicle trips. By comparison, the County's General Plan model assumed no vehicle trips would be generated by the same area.

Daily traffic volumes were forecast using the City's travel demand model and analyzed using the level of service methodology from the Placer County General Plan EIR. Table 4.5-12 compares ADTs on County roadways in the vicinity of the proposed project under 2015 conditions. The proposed project would not cause any roadway segment in unincorporated Placer County to operate at LOS "D" or worse conditions. Therefore, the impact is less than significant.

IMPACT 4.5-4: The proposed project would increase traffic volumes on City of Rocklin roadways.

SIGNIFICANCE: Less than Significant

MITIGATION: None required.

Roadway	Location	Lanes in 2010 ¹	No Project		Proposed Project	
			ADT	LOS	ADT	LOS
Baseline Rd	Sutter Co. to Watt Ave	4	24,300	B	24,300	B
	Watt Ave to Fiddymnt	6	30,400	A	30,500	A
Fiddymnt Rd	Baseline Rd to Blue Oaks Blvd	4	11,700	A	11,900	A
	Blue Oaks Blvd to Proposed Project	2	6,000	A	6,200	A
	Proposed Project to Sunset Blvd	2	8,900	A	9,100	A
Sunset Blvd	Fiddymnt Rd to Foothills Blvd	4	5,300	A	6,300	A
Foothills Blvd	Roseville City limits to Sunset Blvd	4	9,400	A	10,200	A
Industrial Ave	Roseville City limits to Sunset Blvd	4	14,200	A	14,400	A

Notes:

1. Lane assumptions from Placer County General Plan EIR "2010 Mitigated Transportation System".
SOURCE: kdANDERSON Transportation Engineers, 2000.

As shown in Table 4.5-13, the additional traffic volumes generated by the proposed project would increase daily traffic volumes on Sunset Boulevard east of SR 65 by approximately 500 vehicles per day and on Blue Oaks Boulevard east of SR 65 by approximately 100 vehicles per day. The proposed project would not increase daily traffic volumes on roadways in Rocklin by more than two percent compared to the 2015 Market/No Project scenario. An analysis of the 2015 Market/No Project scenario indicates that all of the roadways in Rocklin would operate at LOS "C" or better in 2015. The proposed project would not cause any of Rocklin's roadways to operate at LOS "D" or worse. Therefore, the proposed project's impact on City of Rocklin roadways is considered to be less than significant.

Roadway	Location	No Project	Proposed Project
Sunset Boulevard	East of SR 65	27,500	28,000
	South of Blue Oaks Blvd	30,900	31,100
	South of Park	27,600	28,000
Blue Oaks Boulevard	East of SR 65	28,300	28,400
	North of Lonetree	19,500	19,200
	South of Sunset Blvd	18,800	18,400

Source: DKS Associates, kdANDERSON Transportation Engineers, 2000.

IMPACT 4.5-5:	The proposed project would increase traffic volumes on Sutter County roadways.
SIGNIFICANCE:	Less than Significant
MITIGATION:	None required.

The analysis of impacts on Sutter County roadways involved a comparison of 2015 traffic volumes with and without the proposed project based on the City of Roseville travel demand model and its 2015 land use assumptions. This comparison is shown in Table 4.5-14. A level of service analysis was conducted for these roadways based on the daily volume thresholds and LOS criteria in the Sutter County General Plan EIR.

Roadway	2015 Market/No Project		2015 Market/Proposed Project	
	ADT	LOS	ADT	LOS
Baseline Road	19,700	A	19,700	A
Sunset West/Howsley Road	3,100	A	3,100	A
Catlett Road	1,200	A	1,300	A

Source: DKS Associates and kdANDERSON Transportation Engineers, 2000.

It was determined that daily traffic volumes on Baseline Road at the Placer/Sutter County line would remain the same due to the proposed project. Daily traffic volumes on Sunset West Boulevard (which becomes Howsley Road upon entering Sutter County) were also forecast to remain the same as the No Project Alternative. Daily traffic volumes on Catlett Road were forecast to increase by roughly 100 vehicles per day. The 1999 Metropolitan Transportation Plan (MTP) calls for Baseline Road to be widened to four lanes between Watt Avenue and the Placer County line and that Riego Road would have four lanes from the Placer County Line to SR 70/99. Four lanes on Riego Road would provide level of service "C" or better under 2015 Market conditions, including the proposed project. If Riego Road is not widened to four lanes, it would operate at LOS "F" conditions with or without the proposed project under 2015 Market conditions. The MTP also calls for construction of an interchange at Riego Road and SR 70/99. This interchange would provide LOS "C" or better operations at this location under 2015 Market conditions, including the proposed project. Without this interchange, or major at-grade improvements, the intersection of Riego Road and SR 70/99 would operate at LOS "F" conditions with or without the proposed project under 2015 Market conditions. Therefore, the impact on Sutter County roadways is considered less than significant.

IMPACT 4.5-6:	The proposed project would increase demand for transit service (both bus and light rail).
SIGNIFICANCE:	Significant
MITIGATION:	Mitigation Measure 4.5-2 (Update Long-Range Transit Master Plan)
RESIDUAL SIGNIFICANCE:	Less than significant.

The City currently has limited transit services. As discussed earlier in this section under "Method of Analysis", the travel demand forecasts in the General Plan Update EIR included extension of light rail transit to Roseville, as well as a substantial increase in the local bus system within the City. The bus system assumed for that analysis was the same as that used by Sacramento Regional Transit for its long-range Systems Planning Study. In 1992, a Long-Range Transit Master Plan was developed for the City to guide the development of intra-city and inter-city transit service through the year 2010. This plan did not consider bus service to the area of the proposed project.

It is estimated that the average percentage of transit use in the City of Roseville would not exceed one or two percent of total daily traffic in the year 2010. The proposed project is estimated to generate approximately 6,948 daily vehicle trips, so no more than 140 daily trips (approximately 20 p.m. peak hour trips) would be expected to use transit if it were available to the proposed project. This represents a less-than-significant portion of the overall daily trips that would use the transportation system in the vicinity of the proposed project.

Transit service would be available to transit dependent riders in the proposed project through Roseville Transit Services RADAR. The City's Long Range Master Transit Plan was recently updated and included an analysis of the transit demand under the General Plan. Typically, fixed route service is needed along major arterials and is implemented when demand warrants it and funding is available. Should demand for fixed-route service to the proposed project ever become sufficient, the City would have to determine if it would be more feasible to alter existing transit routes or establish new service; such decisions would likely be made as part of a future update to the Long Range Master Transit Plan, should fixed route transit ever be determined to be warranted. The City's Long Range Transit Master Plan would be updated not only to include bus service to the proposed project, but also to identify a funding source to which the project and other areas served by transit can contribute their fare share towards the capital and operating expenses. This impact is considered to be less than significant.

IMPACT 4.5-7:	The proposed project would increase demand for transportation-related bicycle trips.
SIGNIFICANCE:	Less than significant
MITIGATION:	None required.

The proposed project could increase demand for bicycle facilities if employees chose to ride to work. The City's Bicycle Master Plan specifies that Class II bike lanes will be included on several arterials in the vicinity of the proposed project, including:

- Blue Oaks Boulevard,
- Diamond Creek Boulevard, and
- Woodcreek Oaks Boulevard.

The proposed project would provide a bike trail along Pleasant Grove Creek, which is intended to connect to the City's bike system via the proposed Woodcreek East bike trail. These facilities would provide safe and convenient pedestrian/bicycle facility for employees of the proposed project. Therefore, this is considered a less-than-significant impact.

4.5.5 MITIGATION MEASURES

INCREASED TRAFFIC VOLUMES

Mitigation 4.5-1: Update CIP to include improvements to Blue Oaks Boulevard/Foothills Boulevard.

Mitigation Measure 4.5-1 applies to Impact 4.5-1.

The CIP shall be updated to include improvements to Blue Oaks Boulevard/Foothills Boulevard. A feasible improvement to this intersection would include a third eastbound through lane. This improvement would allow the intersections of Blue Oaks Boulevard and Foothills Boulevard to operate at LOS "C" under the plus Project condition.

Mitigation 4.5-2: Update Long-Range Transit Master Plan.

Mitigation Measure 4.5-2 applies to Impact 4.5-6.

Development of the proposed project should be included as part of the Long Range Transit Master Plan and shall be consistent with the applicable General Plan transit policies in the City's Circulation Element.

ENDNOTES

1. Level of service (LOS) is a qualitative measure of the effect of a number of factors which include speed and travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience. Levels of service are designated "A" through "F" from the best to worst, which covers the entire range of traffic operations that might occur. LOS "E" describes conditions approaching and at maximum capacity.
2. For the purposes of this EIR, the proposed changes to the City's level of service policy are assumed (see page 4.5-21), because the City anticipates taking action on the CIP update before considering the proposed project. If the City does not adopt the policy, the traffic impacts in this DEIR would need to be re-evaluated.

4.6 AIR QUALITY

4.6 AIR QUALITY

4.6.1 INTRODUCTION

This section evaluates the potential impacts on air quality resulting from implementation of the proposed Foothills Business Park Annexation project. Issues associated with air quality, including consistency with applicable air quality plans, violation of existing air quality standards, exposure of sensitive receptors to increased pollutants, and potential odor problems due to the proposed project, are addressed in this section. Where appropriate, mitigation measures are suggested that would minimize or eliminate potential significant air quality impacts.

4.6.2 ENVIRONMENTAL SETTING

Ambient air quality is commonly determined by climatological conditions, topography, and the quantity and type of pollutants released in an area. The Roseville area is subject to a combination of topographical and climatic factors that create the potential for increases in regional and local air pollutants. This section describes pertinent characteristics of the air basin and provides an overview of the physical conditions affecting pollutant buildup and dispersion in Roseville. It also discusses the sources, types, and health effects of air pollutants.

Climate and Topography

The project site is located in the Sacramento Valley Air Basin, within western Placer County. Weather patterns throughout the basin, including Roseville, are affected by geography. Mountain ranges tend to buffer the basin from the marine weather systems that originate over the Pacific Ocean and are drawn inland by the jet stream. The Sacramento Valley Air Basin, which extends from south of Sacramento to north of Redding, is bounded by the Sierra Nevada on the east, the Coast Range on the west, and the Cascade Range on the north. The only westerly breach in this barrier is the Carquinez Strait, which exposes the mid-section of the Valley to the Pacific Coast marine weather regime. Western Placer County is noticeably affected by this marine influence, which moderates climatic extremes and transports air pollutants into the area from distant sources, such as the San Francisco Bay Area and the Sacramento region. Temperature moderation is especially evident on summer evenings when cooling occurs as a result of the penetration of sea breezes.

Weather in Roseville is characterized by summers that are typically hot and dry, and winters that are mild and wet. Summer temperatures range from an average low of 70°F to an average high of 90°F, with temperatures in excess of 100°F being fairly common. This high average summer temperature, combined with very low relative humidity, produces hot, dry summers that

contribute to ozone buildup. The winter season is characterized by overcast days and lengthy periods of rain and drizzle. Winter temperatures range from an average low of 40°F to an average high of 57°F, with occasional overnight freezing temperatures. During winter months, carbon monoxide accumulation can be of concern. Annual precipitation averages 25 inches, and 90 percent falls from November through April. Prevailing winds are from the southwest, with a secondary concentration from the northwest.

Surface or elevated temperature inversions are common in late summer and fall. Surface inversions are formed when the air close to the surface cools more rapidly than the warm layer of air above it. Elevated inversions occur when a layer of cool air is suspended between warm air layers above and below it. Both situations result in air stagnation. Air pollutants accumulate under and within inversions, subjecting people in the region to elevated pollution levels and ensuing health concerns.

Criteria Air Quality Standards and Existing Concentrations

Much of the effort to improve air quality in the United States and California is directed toward the control of five "criteria" air pollutants: ozone (O₃), carbon monoxide (CO), particulate matter less than ten microns in diameter (PM₁₀), nitrogen oxides (NO_x), and sulfur oxides (SO_x). Pollutants subject to federal ambient standards are referred to as "criteria" pollutants because the U.S. Environmental Protection Agency (U.S. EPA) publishes criteria documents to justify the choice of standards. The federal and state standards for the criteria pollutants of greatest concern in the Sacramento Valley Air Basin – ozone, carbon monoxide, and particulate matter – are provided in Table 4.6-1. Table 4.6-2 provides a summary of the health effects associated with these major air pollutants. Specific air quality regulations are discussed below.

One of the most important reasons for air quality standards is the protection of those members of the population who are most sensitive to the adverse health effects of air pollution, termed "sensitive receptors." The term sensitive receptors refers to specific population groups as well as the land uses where they would reside for long periods. Commonly identified sensitive population groups are children, the elderly, the acutely ill, and the chronically ill. Commonly identified sensitive land uses are residences, schools, playgrounds, childcare centers, retirement homes or convalescent homes, hospitals, and clinics. Areas sensitive to air pollutants include residential areas west of the project site (Woodcreek East and, farther west, the North Roseville Specific Plan area).

The California Air Resources Board collects ambient air pollutant concentration data at three locations near the Project Area: the Roseville air monitoring station at 151 North Sunrise Avenue, southeast of the project site; the North Highlands station in Sacramento County, southwest of the project site; and the Rocklin station at 5000 Rocklin Road, east of the project site. Recent ozone, carbon monoxide, and particulate matter data collected at these three stations are summarized in Table 4.6-3.

Pollutant	Averaging Time	Federal Standard	California Standard
Ozone	1-hour	0.12 ppm	0.09 ppm
	8-hour	0.08 ppm	-
Carbon Monoxide	1-hour	35.0 ppm	20.0 ppm
	8-hour	9.0 ppm	9.0 ppm
PM ₁₀	24-hour	150 ug/m ³	50 ug/m ³
	annual	50 ug/m ³	30 ug/m ³

NOTES:
ppm = parts per million
ug/m³ = micrograms per cubic meter

SOURCE: California Air Resources Board.

Air Pollutant	Adverse Effects
Ozone	eye irritation respiratory function impairment
Carbon Monoxide	impairment of oxygen transport in the blood stream aggravation of cardiovascular disease impairment of central nervous system function fatigue, headache, confusion, dizziness can be fatal in the case of very high concentrations in enclosed places
Particulate Matter	may be inhaled and lodge in and irritate the lungs increased risk of chronic respiratory disease with long exposure altered lung function in children may produce acute illness with sulfur dioxide

SOURCE: Bay Area Air Quality Management District.

Each air basin, county, or, in some cases, specific urban area is classified by comparing actual monitoring data with state and federal standards. If a pollutant concentration is lower than the standard, the area is classified as in "attainment" for that pollutant. If a pollutant exceeds the standard, the area is classified as in "non-attainment." If data are insufficient to determine whether a pollutant exceeds the standard or not, the area is designated as "unclassified." The formation, health effects, ambient air pollutant concentrations, and classifications for the three key criteria pollutants in the Sacramento Valley Air Basin are discussed below.

TABLE 4.6-3									
SUMMARY OF AIR POLLUTANT DATA COMPARED TO RELEVANT FEDERAL AND STATE AMBIENT AIR QUALITY STANDARDS, 1996-1998 ¹									
POLLUTANT	1996			1997			1998		
	RCK	RSV	NHI	RCK	RSV	NHI	RCK	RSV	NHI
OZONE									
Highest 1-hour (ppm)	0.13	0.14	0.13	0.11	0.11	0.10	0.14	0.15	0.15
Days > 0.12 ppm (Fed)	1	2	1	0	0	0	3	5	3
Days > 0.09 ppm (Cal)	30	24	21	9	7	3	16	20	13
CARBON MONOXIDE									
Highest 1-hour (ppm)	3.1 ²	4.5	4.8	-	3.3	4.9	-	4.2	5.7
Days > 35 ppm (Fed)	0	0	0	-	0	0	-	0	0
Days > 20 ppm (Cal)	0	0	0	-	0	0	-	0	0
Highest 8-hour (ppm)	1.4	2.8 ³	3.3	-	2.2	3.6	-	2.4	3.3
Days > =9.5 ppm (Fed)	0	0	0	-	0	0	-	0	0
Days > =9.1 ppm (Cal)	0	0	0	-	0	0	-	0	0
PARTICULATE MATTER (PM₁₀)									
Highest 24-hr (ug/m ³)	34	39	65	43	50	52	70	67	73
Days > 50 ug/m ³ (Cal) ⁴	0	0	24	0	0	6	6	18	12
Annual average	17	19	21	19	21	20	17	19	19
> 30 ug/m ³ ? (Cal)	-No	No	No	No	No	No	No	No	No
¹ Stations: RCK (Rocklin), RSV (Roseville), NHI (North Highlands) ² Data Represents about 40% of the year. ³ Data Represents about 44% of the year. ⁴ Calculated by estimating the number of days that a measurement would have been greater than the standard had measurements been collected every day. - Data unavailable SOURCE: California Air Resources Board.									

Ozone

Ozone is a colorless gas with a pungent odor. Ozone causes eye irritation and impairs respiratory function. Most ozone in the atmosphere is formed as a result of the interaction of ultraviolet light, reactive organic gases (ROG), and nitrogen oxides. Reactive organic gases are non-methane hydrocarbons, and nitrogen oxides consist mainly of nitric oxide and nitrogen dioxide. Motor vehicles are the primary source of reactive organic gases and nitrogen oxides. Ozone is a highly reactive molecule that readily combines with many different components of the atmosphere. High levels of ozone tend to exist when reactive organic gas and nitrogen oxide levels are high and sustain the ozone formation process. When the precursors are depleted, ozone levels rapidly decline. Because these reactions occur on a regional scale, ozone is considered a regional pollutant.

Western Placer County has been designated as a severe non-attainment area for the federal ozone standard and is included within the Sacramento Air Quality Maintenance Area defined by the

U.S. EPA. The portion of Placer County within the Sacramento Valley Air Basin is also designated as a non-attainment area for the state ozone standard.

Carbon Monoxide

Carbon monoxide is an odorless, colorless gas. It causes a number of health problems, including fatigue, headache, confusion, and dizziness. The incomplete combustion of petroleum fuels by on-road vehicles is a major cause of carbon monoxide emissions. Carbon monoxide is also produced during the winter from wood stoves and fireplaces. Carbon monoxide tends to dissipate rapidly into the atmosphere; consequently, violations of the state carbon monoxide standard are generally limited to major traffic intersections during peak-hour traffic conditions.

Carbon monoxide levels recorded at the Roseville air monitoring station, listed in Table 4.6-3, are considered representative of existing conditions in the project vicinity; however, the extensive future development projected for western Placer County may result in land use intensities and carbon monoxide conditions more similar to those in the North Highlands area today. The urban area of Placer County is designated as attainment for the federal carbon monoxide standards. Placer County is designated an attainment area for state carbon monoxide standards.

Particulate Matter

Particulate matter consists of atmospheric particles resulting from fume-producing industrial and agricultural operations, and natural activities. Current standards define acceptable concentrations of particles smaller than 10 microns in diameter. Placer County is designated as an unclassified area for the federal standards for particulate matter and a non-attainment area for state standards.

Toxic Air Contaminants

In addition to the criteria pollutants, another group of substances, called toxic air contaminants, can be harmful to human health. Toxic air contaminants are airborne substances that are capable of causing short-term (acute) or long-term (chronic or carcinogenic) adverse human health effects (i.e., injury or illness). Toxic air contaminants can be emitted from a variety of common sources, including gasoline stations, automobiles, dry cleaners, industrial operations, and painting operations. Natural source emissions include windblown dust and wildfires. Farms, construction sites, and residential areas can add to toxic air contaminant emissions. Research facilities can also be a source of toxic air contaminants. Toxic air contaminants include both organic and inorganic chemical substances. Examples include chlorinated hydrocarbons, such as solvents, certain metals, and asbestos.

Existing Emission Sources and Concentrations

There are many types of air pollutant sources in the portion of Placer County located within the Sacramento Valley Air Basin. These sources can be divided into two categories, mobile and stationary sources. The California Air Resources Board maintains an emissions inventory of air pollutants within the state's air basins and counties inside those air basins. Table 4.6-4 presents

the latest emissions inventory of reactive organic gases, nitrogen oxides, carbon monoxide, and particulate matter for the portion of Placer County located within the Sacramento Valley Air Basin. Exhaust emissions from on-road motor vehicles are the primary source of reactive organic gases, nitrogen oxides, and carbon monoxide in the western portion of Placer County. Mobile sources account for approximately 56 percent of the reactive organic gases emissions, 76 percent of the carbon monoxide emissions in this portion of the county, and 92 percent of the nitrogen oxide emissions. Mobile sources account for high carbon monoxide concentrations at some congested traffic intersections. Area-wide sources – particularly entrained road dust and construction and demolition activities – are the primary sources of particulate matter in western Placer County, accounting for approximately 86 percent of particulate emissions.

Source Category	Pollutant			
	ROG	CO	NO _x	PM ₁₀
Stationary Sources				
Fuel Combustion	–	2	1	0
Solvent Use	3	–	–	0
Petroleum Process, Storage and Transfer	1	–	–	–
Industrial Processes	2	0	0	1
<i>Total Stationary Sources</i>	6	2	1	2
Area-Wide Sources				
Solvent Evaporation	3	–	–	–
Miscellaneous Processes	2	38	1	19
<i>Total Area-Wide Sources</i>	5	38	1	19
Mobile Sources				
On-Road Vehicles	12	110	17	1
Other Mobile	3	21	5	0
<i>Total Mobile Sources</i>	14	130	22	1
Natural (Non-Anthropogenic) Sources				
<i>Total Natural Sources</i>	0	0	0	0
TOTAL	25	170	24	22
SOURCE: California Air Resources Board.				

4.6.3 REGULATORY SETTING

Air quality is regulated by several agencies including the U.S. EPA, the California Air Resources Board, and the Placer County Air Pollution Control District. Each of these agencies develops rules or regulations to attain the goals or directives imposed on them through legislation. Although U.S. EPA regulations may not be superseded, both state and local regulations may be more stringent. In general, air quality evaluations are based on air quality standards developed by the federal government and several state agencies. Local agencies then impose emissions limitations on individual sources of air pollutants. Mobile sources of air pollutants are largely controlled through federal and state agencies, while most stationary sources are regulated by local air pollution control districts or air quality management districts.

Placer County spans three air basins in California: the southwestern third of the county, which includes the project site, is within the Sacramento Valley Air Basin; the northeastern portion is within the Lake Tahoe Air Basin; and the remainder is within the Mountain Counties Air Basin. Because air quality is sometimes regulated on a county-by-county basis and sometimes on a regional basis (or within an air basin), air quality regulations and planning efforts in Placer County are intricate. For instance, under federal law, a large region called the Sacramento Air Quality Maintenance Area, which includes Sacramento and parts of Yolo, Solano, and Placer Counties (including Roseville), has been designated as non-attainment for the federal ozone standard. Consequently, the jurisdictions in this region must solve the ozone problem jointly.

Federal

The Federal Clean Air Act, as amended, establishes air quality standards for several pollutants. These standards are divided into primary standards and secondary standards. Primary standards are designed to protect public health, and secondary standards are intended to protect public welfare from effects such as visibility reduction, soiling, nuisance, and other undesirable circumstances. In addition, the State of California has adopted its own standards. The state and federal standards for the pollutants of greatest concern in the Sacramento Valley Air Basin are presented in Table 4.6-1.

The Federal Clean Air Act requires that regional plans be prepared for non-attainment areas illustrating how the federal air quality standards could be met. The California Air Resources Board approved the most recent revision of the State Implementation Plan in 1994, and submitted it to the U.S. EPA. The State Implementation Plan was approved by the U.S. EPA in 1996. The State Implementation Plan consists of a list of reactive organic gas and nitrogen oxide control measures for demonstrating future attainment of ozone standards. The steps to achieve attainment will continue to require significant emissions reductions in both stationary and mobile sources.

State of California

The State of California has had its own ambient air quality standards for many years. These standards are, in general, more stringent than the federal standards for the criteria air pollutants. The California Clean Air Act was signed into law in 1989. This legislation requires areas that exceed the California ambient air quality standards to plan for the eventual attainment of the standards. Areas have been designated as in attainment or non-attainment with respect to the ambient air quality standards. The time given to various areas to reach ambient air quality standards depends on the severity of the air quality problems. California Health and Safety Code Section 40914(A) requires that air districts develop plans to achieve an annual reduction in district-wide emissions of non-attainment criteria pollutants or their precursors, averaged every three-year period beginning at base year 1987.

California's state air quality management agency, the California Air Resources Board, regulates mobile emissions sources, and oversees the activities of air pollution control districts and air quality management districts. The California Air Resources Board regulates local air quality indirectly by establishing vehicle emissions standards, by conducting research activities, and by planning and coordinating activities.

Placer County Air Pollution Control District

The project site is located within the jurisdiction of the Placer County Air Pollution Control District. The Placer County Air Pollution Control District regulates air quality through its permit authority and through its planning and review activities over most types of stationary emissions sources. The Placer County Air Pollution Control District is responsible for implementing emissions standards for stationary sources and other requirements of federal and state laws.

The project site is part of the Sacramento Air Quality Maintenance Area. Each county within this area has adopted individual programs to reduce air pollution. The Placer County Air Pollution Control District has published an Air Quality Attainment Plan. The plan addresses California Clean Air Act requirement to bring the area into compliance with the state ambient air quality standards. The plan focuses on ozone and carbon monoxide, and includes strategies for progressive reduction of air pollutants by promoting active public involvement and education, and encouraging compliance through positive influences.

Toxic air contaminants are considered separately from the criteria pollutants in the regulatory process. No ambient air quality standards have been set for toxic air contaminants. Therefore, a health risk assessment is generally performed to estimate the potential for health risks associated with emissions of toxic air contaminants from proposed projects that appear to have the potential for relatively high risks associated with toxic air contaminant emissions.

City of Roseville

The City of Roseville's General Plan contains an Air Quality Element with goals and policies to improve the air quality in Roseville (see Appendix C) and comply and coordinate with the Placer County Air Pollution Control District's plans and concerns. Roseville has general, transportation, land use, energy-conservation, and hazardous material related policies to improve air quality in Roseville.

4.6.4 IMPACTS

Method of Analysis

In the following analysis, mobile and stationary source emissions of reactive organic gases, nitrogen oxides, particulate matter, and carbon monoxide are estimated using the California Air Resources Board's URBEMIS7G model and year 2010 emission factors. (Existing plus project conditions are presented in Appendix E.) Mobile source emissions estimates rely on vehicle trip generation figures provided by KD Anderson Transportation Engineers as summarized in Section 4.5, Traffic and Circulation. Local worst case carbon monoxide concentrations are estimated for a representative selection of the most congested traffic intersections affected by the project (i.e., those with the worst levels of service and highest volume-to-capacity ratios) using the California Air Resources Board's CALINE89 model. Construction -related emissions were estimated using U.S. Environmental Protection Agency emissions factors (EPA AP-42).

As discussed in Section 4.0, Introduction to the Analysis, the light industrial land use designation of the contiguous parcels was evaluated during preparation of the General Plan EIR (1992), and included in the City's traffic model and infrastructure plans. This EIR uses the assumptions of the General Plan EIR, including the Light Industrial designation of the contiguous parcels, as the baseline for its environmental analysis. The only development proposed for the contiguous parcels is the extension of Foothills Boulevard, bike trail and water line/easement. This EIR comprehensively evaluates the project's proposed land use and zoning changes for the contiguous parcels together with the land use changes associated with the annexation, and the improvements described for both areas.

Standards of Significance

For the purposes of this EIR, impacts are considered significant if the proposed project would:

- Cause or contribute to local carbon monoxide concentrations exceeding 20 parts per million (ppm) over a 1-hour averaging period or 9 ppm over an 8-hour averaging period under worst-case conditions near congested intersections;
- Result in emissions from all project-related sources (including mobile sources) that exceed the Placer County Air Pollution Control District's New Source Review Rule. The Placer County Air Pollution Control District has not developed thresholds to determine the significance of air quality impacts under the CEQA.

However, its New Source Review Rule contains the following thresholds for application of best available control technology on new and modified sources:

Reactive Organic Gases (ROG)	82 pounds per day
Nitrogen Oxides (NO _x)	82 pounds per day
Particulate Matter < 10 microns (PM ₁₀)	82 pounds per day
Carbon Monoxide (CO)	550 pounds per day

Emissions exceeding these values could have a significant effect on regional air quality and attainment of California air quality standards;

- Be inconsistent with the goals and policies of the City's General Plan or relevant air quality plans; or
- Result in emissions of criteria air pollutants or toxic air contaminants emitted from existing or proposed sources that could substantially affect sensitive receptors.

Project-Specific Impacts

IMPACT 4.6-1:	Short-term construction-related air pollutant emissions.
SIGNIFICANCE:	Significant (Short-term)
MITIGATION MEASURE:	Mitigation Measure 4.6-1 (Prepare a Construction Control Emissions Plan.)
RESIDUAL SIGNIFICANCE:	Short-term significant and unavoidable.

Equipment and vehicles used during construction activities for both the proposed annexation area and the contiguous parcels would temporarily increase particulate emissions during clearing of vegetation, excavation, and grading. In addition, construction vehicles traveling on unpaved surfaces generate dust, as does wind blowing over exposed earth. The exhaust of the powered equipment and vehicles would emit a variety of different pollutants, most importantly reactive organic gases, nitrogen oxides and carbon monoxide, as well as small amounts of particulate matter. In addition, application of architectural coatings and asphalt results in short-term emissions of reactive organic gases. Such emissions could contribute to regional air pollution problems and (particularly for particulate matter and carbon monoxide) locally-elevated pollutant concentrations that could affect nearby receptors. Such receptors could include future residents of Woodcreek East (approximately 1,000 feet to the west of the annexation area, less than 1,000 feet west to the Foothills Boulevard extension, and immediately adjacent to bike trail and waterline proposed for the contiguous parcels) and employees onsite and at adjacent industrial facilities.

Compliance with the City's Grading Ordinance would help to reduce particulate emissions during grading and site preparation, and exhaust emissions from mobile and stationary construction equipment. In addition, compliance with Mitigation Measure 4.6-1 would ensure all measures are taken to minimize construction emissions. However, after mitigation, impacts would remain short-term significant and unavoidable.

IMPACT 4.6-2: Operational air pollutant emissions.
SIGNIFICANCE: Significant
MITIGATION MEASURE: Mitigation Measures 4.6-2(Prepare and implement a Transportation Systems Management Plan)
RESIDUAL SIGNIFICANCE: Significant and unavoidable.

Development of the light industrial area would result in air pollutant emissions primarily from project-generated motor vehicle trips. Other sources would also contribute to pollutant emissions, though to a much lesser degree. As shown in Table 4.6-5, project-related emissions of nitrogen oxides would be expected to exceed significance thresholds. Construction of the bike trail on the contiguous parcels would not generate any mobile emissions.

Pollutant	Significance Criterion	Emissions (lbs/day) ¹			Criterion Exceeded?
		Mobile Sources	Other Sources	Total	
Reactive Organic Gases	82 lbs/day	75.5	0.3	75.8	No
Nitrogen Oxides	82 lbs/day	126	2	128	Yes
Particulate Matter (PM ₁₀)	82 lbs/day	47.7	0.0	47.7	No

¹ Emissions are based on summer conditions, when ozone production is greatest.
 SOURCE: EIP Associates.

Consistent with the City's Transportation Systems Management Ordinance, Mitigation Measure 4.6-2 would reduce project-related nitrogen oxide emissions by reducing reliance on single-occupancy vehicles, which are the primary source of ozone precursors. The effectiveness of the TSM Ordinance cannot be determined at this time, but it is unlikely to be feasible to reduce project emissions by the 40 percent necessary to achieve the ozone standard. Therefore, the impact on air quality would remain significant and unavoidable.

IMPACT 4.6-3: Carbon monoxide concentrations at intersections during project operations.
SIGNIFICANCE: Less than significant
MITIGATION MEASURE: None required.

Project development would result in carbon monoxide emissions from project-generated motor vehicle trips. During summer, project-related operations would result in approximately 533 pounds of carbon monoxide per day. During winter, project-related operations would result in approximately 985 pounds of carbon monoxide per day (mobile sources emit more carbon monoxide during winter). Carbon monoxide concentrations in the Sacramento Valley Air Basin have not violated the ambient air quality standards for carbon monoxide since 1993. For this reason, project-related carbon monoxide emissions would not be expected to substantially affect regional carbon monoxide levels.

Under certain conditions, carbon monoxide concentrations can be elevated at congested intersections, where motor vehicles slow down and idle. When traffic is very congested, carbon monoxide concentrations can exceed the 20 parts per million (ppm) 1-hour standard or the 9 ppm 8-hour standard. According to a 1998 report by the Institute of Transportation Studies, *Modeling Carbon Monoxide Concentrations at Level-of-Service D Intersections*, intersections in the Sacramento area operating at LOS D or better rarely, if ever, exceed carbon monoxide concentration standards. Therefore, only intersections operating at LOS E and F were considered for this carbon monoxide analysis.

In the Roseville area, the intersection of Harding Boulevard and Douglas Boulevard and the intersection of Sunrise Avenue and Cirby Way would both operate at LOS E with or without the project. However, in 2015, at the intersection of Sunrise Avenue and Cirby Way, the project would degrade the volume-to-capacity ratio; therefore, this intersection was selected for further study. In 2015, the project would also reduce the volume-to-capacity ratio at the intersection of Harding Boulevard and Douglas Boulevard. This intersection was also selected for further study.

Carbon monoxide concentrations were estimated using the California Air Resources Board's CALINE89 model. As required by the model protocol, the analysis included numerous conservative assumptions. It considered, for example, peak afternoon traffic and worst case meteorology on a day when the background carbon monoxide concentration is at its highest. Throughout the analysis, these and other conservative assumptions combined such that the results tend to overstate the actual carbon monoxide concentrations that could exist at study intersections. The background ambient carbon monoxide concentration was assumed to be 5.7 ppm for a 1-hour averaging time and 3.6 ppm for an 8-hour averaging time. Actual future background concentrations would probably be less.

As shown in Table 4.6-6, the estimated carbon monoxide concentrations would not exceed ambient air quality standards at any of the study intersections under 2015 conditions without the project or 2015 plus project conditions. Because these intersections represent worst case examples, carbon monoxide concentrations at other intersections affected by the project would not be expected to exceed CO standards. Therefore, the impact is considered less than significant.

TABLE 4.6-6			
LOCAL CARBON MONOXIDE CONCENTRATIONS AT SELECTED INTERSECTIONS			
Intersection - Location	Maximum Carbon Monoxide Concentration (ppm)¹		
	Ambient Air Quality Standard (ppm)²	Without Project (2015)	With Project (2015)
1 - Harding Blvd. / Douglas Blvd.	1-hour: 20	11.2	11.0
	8-hour: 9	7.0	6.9
2 - Sunrise Ave. / Cirby Way	1-hour: 20	11.7	11.8
	8-hour: 9	7.3	7.1

Notes:
 NA Not Available.
 1. Total concentrations are based on CALINE89 output with background ambient CO concentrations of 5.7 ppm for a 1-hour averaging time and 3.61 ppm for an 8-hour averaging time. Actual future background concentrations would be expected to be less as motor vehicle emissions continue to be better controlled.
 2. The California one-hour standard is 20 ppm, and the California and federal eight-hour standard is 9 ppm.

SOURCE: EIP Associates, 2000.

IMPACT 4.6-4: Exposure of residents to stationary source pollutants or odors.

SIGNIFICANCE: Less than significant

MITIGATION MEASURE: None required.

Light industrial land uses would be the predominant land uses in the vicinity of the project site. The closest residential property is about 1,000 feet west of the project site. Other residential areas are to be developed farther west of the site. Residents could be exposed to air pollutant emissions, including criteria pollutants and toxic air contaminants, from project-related industrial uses. New or revised stationary sources must obtain a permit from the Placer County Air Pollution Control District before they can operate. Any new stationary sources would be required to comply with Placer County Air Pollution Control District rules and regulations, which require emissions controls when necessary. New or revised stationary toxic air contaminant sources would also need to obtain a permit from the Placer County Air Pollution Control District and complete a health risk assessment before being allowed to operate. Therefore, stationary source emissions would pose a less-than-significant impact to the relatively distant residential areas.

Objectionable odors could be associated with some of the possible industrial uses that could be located at the project site. The occurrence and severity of odor impacts depends on numerous factors, including the nature, frequency, and intensity of the source; the wind speeds and direction; and the sensitivity of the receiving location. While offensive odors rarely cause any physical harm, they can be unpleasant, cause distress among the public, and generate citizen complaints. The project would be constructed in an area with some existing odor sources, including agricultural operations to the west and industrial operations to the north. The project would be required to comply with Placer County Air Pollution Control District air emission control standards, including those that ensure that odor-producing activities do not adversely

affect residential areas. Because residential land uses are located at some distance from the project site, and because any odors associated with project-related activities would be expected to dissipate rapidly at greater distances from the site, the potential for odorous emissions from the site to substantially disturb resident in the area would be less than significant.

IMPACT 4.6-5:	Inconsistency with Air Quality Attainment Plans.
SIGNIFICANCE:	Significant
MITIGATION MEASURE:	Mitigation Measures 4.6-2 (Prepare and implement Transportation Systems Management Plan)
RESIDUAL SIGNIFICANCE:	Significant and unavoidable.

Vehicle emissions are the primary sources of reactive organic gases and nitrogen oxides. During winter, stationary sources, such as wood-burning stoves and fireplaces, are also substantial sources of particulate matter. These criteria air pollutants are addressed in regional and county air quality plans. The 1994 Sacramento Area Regional Ozone Attainment Plan (upon which the State Implementation Plan is based in part) and the 1991 Placer County Air Quality Attainment Plan (updated in 1994 and 1997) anticipate a certain amount of growth in the region and contain measures to off-set the effects of this growth. The growth projections on which these plans were based were developed by the Sacramento Area Council of Governments. Current growth forecasts are now higher than expected in 1994 and 1997.

The project site is designated for industrial uses under the City's General Plan (contiguous parcels) and the County's Sunset Industrial Area Plan (annexation area), which provided for more intense development than would occur under the proposed project (see the No Project/No Development Alternative discussion in Chapter 6). Therefore, the proposed project may result in less air pollution than would occur if the proposed project is not approved. However, the proposed project could accelerate the rate at which the project site is developed, relative to the County plan and designation. Development of the project site under either County or City of Roseville jurisdiction was not anticipated when the regional air quality attainment plans were prepared, because the Sunset Industrial Area Plan had not yet been adopted. For these reasons, project-related growth would make it more difficult for the region to attain the federal and state ambient air quality standards, and efforts to implement the existing plans for attainment could be unsuccessful because they did not account for this level of growth. The inconsistency between project-related growth and the relevant air quality plans would be considered a significant impact.

Compliance with the City's Transportation Systems Management Ordinance and implementation of Mitigation Measure 4.6-2 would help to lessen this impact, but because the project would remain inconsistent with relevant air quality plans, it would remain significant and unavoidable.

4.6.5 MITIGATION MEASURES

SHORT-TERM AIR POLLUTANT EMISSIONS DURING PROJECT CONSTRUCTION.

Mitigation Measure 4.6-1: Prepare a Construction Control Emissions Plan.

Mitigation Measure 4.6-1 applies to Impact 4.6-1.

To reduce construction-generated particulate emissions, the contractor shall prepare a construction control Emissions Plan in consultation with the Placer County APCD that shall include the following requirements, if feasible.

- (i) The project applicant shall submit a Construction Emission/Dust Control Plan to the Placer County Air Pollution Control District for approval prior to ground breaking.
- (ii) The contractor shall water as indicated by City inspectors to keep all earth surfaces moist during clearing, grading, earthmoving, and other site preparation activities.
- (iii) The contractor shall sweep streets within and adjacent to the project as needed or as directed by City inspectors.
- (iv) The contractor shall schedule clearing, grading and earthmoving activities during periods of low wind speeds, and restrict those construction activities during high wind conditions (wind speeds greater than 20 mph average during an hour).
- (v) The contractor shall not engage in open burning of wood or vegetative waste from project construction. This waste shall be chipped, mulched, and converted to biomass fuel.
- (vi) The contractor shall use low nitrogen oxide equipment, if feasible.
- (viii) The contractor shall maintain construction equipment per the manufacturer's guidelines.

OPERATIONAL AIR POLLUTANT EMISSIONS.

Mitigation Measure 4.6-2: Prepare and Implement a Transportation Systems Management Plan.

Mitigation Measure 4.6-2 applies to Impacts 4.6-2 and 4.6-5.

Consistent with the City's Transportation Systems Ordinance, the project applicant shall prepare and implement a Transportation Systems Plan that includes measures intended to reduce reliance on single-occupancy vehicles. Such measures could include installing electric vehicle charging facilities, implementing employee trip reduction programs, or contributing to transit funding.

However, it is not anticipated that project emissions would be reduced below the air quality threshold by application of such measures.

INCONSISTENCY WITH AIR QUALITY ATTAINMENT PLANS.

Mitigation Measure 4.6-2, above, applies to Impact 4.6-5.

4.7 NOISE

4.7 NOISE

4.7.1 INTRODUCTION

This section evaluates the potential impacts of noise resulting from implementation of the proposed Foothill Business Park Annexation project. Where appropriate, mitigation measures are suggested that would minimize or eliminate potential significant noise impacts.

The Initial Study prepared for the proposed project (see Appendix A) concluded that noise issues were all less than significant. However, the City has since concluded that the project may have a significant effect on noise environment. Therefore, noise issues associated with project construction and operation and groundborne noise levels or vibration will be further evaluated in this section. As discussed in the Initial Study, traffic volumes would not be affected by the proposed project enough to substantially alter traffic noise levels; therefore, traffic noise is not addressed in this section.

4.7.2 ENVIRONMENTAL SETTING

The environmental backdrop for noise is presented with discussions on acoustic fundamentals, characteristics of sound propagation and attenuation, and human response to environmental noise.

Acoustic Fundamentals

Noise is often defined as unwanted sound. Sound is a mechanical form of radiant energy transmitted by pressure waves in the air. It is characterized by two parameters: amplitude (loudness) and frequency (tone).

Amplitude is the difference between ambient air pressure and the peak pressure of the sound wave. Amplitude is measured in decibels (dB) on a logarithmic rather than a linear scale. As a consequence, the pressure difference in a 10 dB sound is 10 times that of a 0 dB sound, a 20 dB sound is 100 times the pressure difference of a 0 dB sound, and so on. Another feature of the decibel scale is the way in which sound amplitudes from multiple sources add. A 65 dB point source of sound, say a truck, when joined by another similar source results in a sound amplitude of 68 dB, not 130 dB (i.e., doubling the source strength increases the sound pressure by 3 dB). Amplitude is interpreted by the ear as corresponding to different degrees of loudness. Laboratory measurements correlate a 10 dB increase in amplitude with a perceived doubling of loudness and establish a 3 dB change in amplitude as the minimum audible difference for the average person.¹

Frequency is the number of fluctuations of the pressure wave per second. The unit of frequency is the Hertz (abbreviated Hz; one Hz equals one cycle per second). The human ear is not equally sensitive to sound of different frequencies. Sound waves below 16 Hz or above 20,000 Hz cannot be heard at all, and the ear is more sensitive to sound in the higher portion of this range than in the lower. To approximate this sensitivity, environmental sound is usually measured in A-weighted decibels (dBA). On this scale, the normal range of human hearing extends from about 0 dBA to about 140 dBA. Listed in Table 4.7-1 are several examples of the noise levels associated with common situations. The intensity of environmental noise fluctuates over time, and several descriptors of time-averaged noise levels are used. Three most commonly used are L_{eq} , L_{dn} , and

At a Given Distance From Noise Source	A-Weighted Sound Level in Decibels	Noise Environments	Subjective Impression
	140		
Civil Defense Siren (100')	130		
Jet Takeoff (200')	120		Pain Threshold
	110	Rock Music Concert	
Pile Driver (50')	100		Very Loud
Ambulance Siren (100')			
	90	Boiler Room	
Freight Cars (50')		Printing Press Plant	
Pneumatic Drill (50')	80	In Kitchen With Garbage Disposal Running	
Freeway (100')			
	70		Moderately Loud
Vacuum Cleaner (10')	60	Data Processing Center	
Department Store			
Light Traffic (100')	50	Private Business Office	
Large Transformer (200')			
	40		Quiet
Soft Whisper (5')	30	Quiet Bedroom	
	20	Recording Studio	
	10		Threshold of Hearing
	0		
SOURCE: Arnold Peterson and Ervin Gross, 1963.			

CNEL. The energy equivalent noise level, L_{eq} , is a measure of the average energy content (intensity) of noise over any given period of time. Many communities use 24-hour descriptors of noise levels to regulate noise. The day-night average noise level, L_{dn} , is the 24-hour average of the noise intensity, with a 10 dBA "penalty" added for nighttime noise (10:00 p.m. to 7:00 a.m.) to account for the greater sensitivity to noise during this period.² CNEL, the community equivalent noise level, is similar to L_{dn} , but adds a 5 dBA penalty to evening noise (7:00 a.m. to 10:00 p.m.).

Characteristics of Sound Propagation and Attenuation

Noise can be generated by a number of sources, including mobile sources, such as automobiles, trucks and airplanes, and stationary sources such as construction sites, machinery, industrial operations. Noise generated by mobile sources typically attenuates at a rate between 3.0 to 4.5 dBA per doubling of distance. The rate depends on the ground surface and the number of objects between the noise source and the receiver. Hard and flat surfaces such as concrete or asphalt have an attenuation rate of 3.0 dBA per doubling of distance. Soft surfaces such as uneven or vegetated

terrain have an attenuation rate of about 4.5 dBA per doubling of distance. Noise generated by stationary sources typically attenuates at a rate between 6.0 to about 7.5 dBA per doubling of distance.

Sound levels can be reduced by placing barriers between the noise source and the receiver. In general, barriers contribute to decreasing noise levels only when the structure breaks the line of sight between the source and the receiver. Buildings, walls, berms, and dense foliage can all act as noise barriers. Buildings, concrete walls, and berms are a great deal more effective at reducing noise levels than wooden walls or dense foliage.

Groundborne Vibration and Noise

Groundborne vibration occurs when the vibration associated with a rail system, for example, "excites" the adjacent ground and creates vibration waves that propagate through the soil to the foundations of nearby structures. This results in the vibration of floors and walls which in turn creates a rumbling noise.

The annoyance potential of groundborne noise is usually characterized with the A-weighted sound level. However, sounds dominated by a low frequency seem louder than other sounds.

Human Response to Noise

The human response to environmental noise, such as planes, trains and automobiles, is subjective and varies considerably from individual to individual. Noise in the community has often been cited as a health problem, not in terms of actual physiological damage such as hearing impairment, but in terms of inhibiting general well-being and contributing to undue stress and annoyance. The health effects of noise in the community arise from interference with human activities such as sleep, speech, recreation, tasks demanding concentration or coordination, and at the highest intensity levels, hearing loss. When community noise interferes with human activities or contributes to stress, public annoyance with the noise source increases, and the acceptability and the threat to public well-being are the basis for land use planning policies preventing exposure to excessive community noise levels. Table 4.7-2 has a summary of the public health effects of community noise and the noise levels at which they can occur.

In contrast to airborne noise, groundborne noise/vibration velocity levels in residential areas is usually 50 VdB or lower, below human perception which is around 65 VdB. However, unless the vibration exceeds 70 VdB it is usually not very disturbing to people. A level of 70 VdB is illustrated standing 50 feet from a passing light rail system. Most perceptible indoor vibration is created by sources within buildings such as doors slamming or the movement of people. Typical outdoor vibration is caused by construction traffic, trains, or traffic on rough roads. Table 4.7-3 illustrates the human response to different levels of groundborne noise and vibration.

Existing Noise Sources

The major noise source contributing to the existing environment is motor vehicle traffic. The project site is located near two sources of traffic noise, Foothills Boulevard and Industrial Boulevard. However, no sensitive receptors are located near these roadway segments at present (Woodcreek East, which is planned for residential development, is located west of Foothills Boulevard.) The proposed project would contribute traffic to these roadway segments as well as others in the City that are near sensitive receptors. Recently modeled traffic noise levels for local roadways are shown in Table 4.7-4.

TABLE 4.7-2	
SUMMARY OF THE PUBLIC HEALTH EFFECTS OF COMMUNITY NOISE AND THE NOISE LEVELS AT WHICH THEY CAN OCCUR	
Effect	Level
I. Noise as a Stressor Increase incidence of high blood pressure that leads to increased risk of cardiovascular disease Vasoconstriction begins that can lead to high blood pressure	85 dBA (long term) 70 dBA
II. Adverse Effect on Task Performance Steady noise Irregular noise	90 dBA All levels
III. Prenatal and Childhood Effects Increased incidence of low birth weight High frequency hearing loss in fetuses Increased blood pressure in children Decreased reading ability, auditory discrimination or language development	70 dBA 85 dBA 75 dBA 65 dBA (all long term)
IV. Social Behavior and Mental Health Decreased helpfulness and social interaction Increased incidence of mental disorders	80 dBA 90 dBA
V. Sleep Disturbance	35 dBA
VI. Speech Interference Less than 5 feet between conversant 5 to 12 feet between conversant Over 12 feet between conversant	65 dBA 60 dBA 55 dBA
VII. Recreational Hearing Loss	85 dBA (long term)
SOURCE: "The Public Health Effects of Community Noise" by Carol S. Pennenga and Raymond M. Manganelli. Rutgers University, New Brunswick, New Jersey. Presented at the 81st Annual Meeting of the Air Pollution Control Association, Dallas, Texas, June 19-24, 1988.	

TABLE 4.7-3
HUMAN RESPONSE TO DIFFERENT LEVELS OF
GROUNDBORNE NOISE AND VIBRATION

Vibration Velocity Level	Noise Level		Human Response
	Low Frequency ¹	Mid Frequency ²	
65 VdB	25 dBA	40 dBA	Approximate threshold of perception for many people. Low frequency sound usual inaudible, mid-frequency sound excessive for quiet sleeping areas.
75 VdB	35 dBA	50 dBA	Approximate dividing line between barely perceptible and distinctly perceptible. Many people find transit vibration at this level unacceptable. Low-frequency noise acceptable for sleeping areas, mid-frequency noise annoying in most quiet occupied areas.
85 VdB	45 dBA	60 dBA	Vibration acceptable only if there are an infrequent number of events per day. Low-frequency noise unacceptable for sleeping areas, mid-frequency noise unacceptable even for infrequent events with institutional land uses such as schools and churches.

Notes:
1 Approximate noise level when vibration spectrum peak is near 30 Hz.
2 Approximate noise level when vibration spectrum is near 60 Hz.
Source: Basic Groundborne Vibration Concepts, Chapter 7.

Locations			L_{dn} (dBA)		Distance to Contour		
#	Roadway	Segment	50'	100'	70 dBA	65 dBA	60 dBA
1-2	Baseline	Fiddymment/Woodcreek Oaks	68	63	30'	75'	160'
3		Woodcreek Oaks/Country Club	70	65	50'	105'	230'
5	Junction	Woodcreek Oaks/Country Club	59	55	*	*	45'
6		Country Club/Foothills	65	61	*	55'	115'
7	Pleasant Grove	Fiddymment/Woodcreek Oaks	64	60	*	45'	100'
8		Woodcreek Oaks/Country Club	67	62	*	70'	140'
9		Country Club/Foothills	67	63	*	75'	155'
13	Blue Oaks	Woodcreek Oaks/Foothills	60	55	*	15'	50'
14		Foothills/Industrial	71	67	65'	135'	290'
15	Foothills	S:Blue Oaks	69	65	45'	95'	200'
19	Woodcreek Oaks	N:Pleasant Grove	64	59	*	40'	90'
20		Pleasant Grove/Junction	64	60	*	45'	100'
21	Fiddymment	N:Blue Oaks	58	53	*	*	30'
		Pleasant Grove/Baseline	55	50	*	*	*
22		Baseline/PFE	59	54	*	*	40'

NA = Noise contour either does not exist or is within the roadway right-of-way.
SOURCE: EIP Associates, North Roseville Specific Plan Draft EIR, 1996.

Existing L_{dn} noise levels were calculated for the North Roseville Specific Plan Phase 2 using an implementation of the FHWA's traffic noise model for 15 roadway links. Table 4.7-3 presents the L_{dn} 's at 50 and 100 feet from the centerlines of the modeled roadway segments and the maximum distances from the centerline at which L_{dn} 's of 70, 65 and 60 dBA would be experienced. Modeling indicates that, among the analyzed roadway segments, the highest L_{dn} 's are experienced along Baseline Road between Fiddymment Road and Country Club Drive, Pleasant Grove Boulevard between Woodcreek Oaks Boulevard and Foothills Boulevard, Blue Oaks Boulevard between Foothills and Industrial Avenue and Foothills south of Blue Oaks. Along these segments, projected L_{dn} 's at 50 feet range from about 67 to 71 dBA and at 100 feet range from about 62 to 67 dBA. Under worst case noise exposure conditions, noise levels of 60 dBA or higher could be experienced as far as 140 to 290 feet from the centerlines of these roadways. However, existing structures and topography probably result in a lesser extent of noise exposure along most of the total length of these segments. In addition, this does not account for soundwall structures that have or will be constructed along these roadways.

The lowest modeled existing noise levels among the analyzed roadway segments occur along Junction Boulevard between Woodcreek Oaks and Country Club, Blue Oaks between Woodcreek Oaks and Foothills, and Fiddymment north of Blue Oaks and between Pleasant Grove and PFE Road. Along these segments, projected L_{dn} 's at 50 feet range from about 55-60 dBA and

at 100 feet range from about 50-55 dBA. While the maximum distance at which noise levels of 60 dBA or higher could be experienced is 50 feet, the least traveled of these roadway segments would not generate such levels beyond the roadway pavement.

Most of the land in the project vicinity is relatively flat, although some subtle but important local variations in topography occur. Virtually all of the new residential units along Pleasant Grove Boulevard are protected from roadway traffic by noise walls. Some of the walls are supplemented by raised berms at their base, while other walls are enhanced in many cases by the lower elevation of residences that have been built behind them.

Railroad noise audible on the project site is generated by the Union Pacific (formerly Southern Pacific) Railroad, which is located to the east of the project site. The site is also exposed to minor industrial, aircraft, agricultural and residential noise. Aircraft noise is generated by aircraft traveling to and from McClellan Air Force Base, Lincoln Municipal Airport, and other airports in the vicinity. No airport 60 dBA noise contour extends within the project site. Portions of the site are adjacent to properties to the north and west which are used for grazing. Minor noise is produced by farm equipment and animals.

The County landfill is located over one mile from the northern boundary of the project site. While landfills typically employ large earthmoving equipment, little, if any, noise from such machinery could be heard at a distance of one mile. During site reconnaissance of the proposed project site, no noise from the landfill was heard.

Sensitive Receptors

The closest sensitive receptor to the project site is the recently approved Woodcreek East project. A 350-unit residential project located approximately 1,000 feet west of the annexation area. The Woodcreek East project includes an earthen berm along the north and east boundaries of the project site. This earthen berm would protect the residences from adjacent roadway noise and any other noise sources.

4.7.3 REGULATORY SETTING

Responsibility for noise control varies among federal, State, and local levels of government depending on the type of source. Federal and State regulations mitigate transportation noise impacts on adjacent and nearby residential areas. Local jurisdictions have the responsibility for determining what land uses are suitable in a given noise environment.

Federal

While there are federal regulations relating to transportation noise sources, they do not have a direct bearing on the analysis of noise impacts from this project.

State

In order to limit population exposure to physically and/or psychologically damaging noise levels, the State of California, various county governments, and most municipalities in the state have established standards and ordinances to control noise. The California Department of Health Services' (DHS) Office of Noise Control studied the correlation of noise levels and their effects on different land uses. As a result of this study, a graphic relating land use types to compatible noise environments was developed. This relationship has served as the basis for standards and guidelines promulgated by many local jurisdictions in their general plans.

Title 24 of the California Code of Regulations establishes standards governing interior noise levels that apply to all new multifamily residential units in California. These standards require that acoustical studies be performed prior to construction at building locations where the existing L_{dn} exceeds 60 dBA. Such acoustical studies are required to establish mitigation measures that will limit maximum L_{dn} levels to 45 dBA in any inhabitable room. Although there are no generally applicable interior noise standards pertinent to all uses, many communities in California have adopted an L_{dn} of 45 as an upper limit on interior noise in all residential units. The U.S. Department of Housing and Urban Development (HUD) has set an L_{dn} of 45 as its goal for interior noise in residential units built with HUD funding. Standard residential construction for single-family units typically attenuate noise by 20 decibels; therefore, the exterior L_{dn} should not exceed 65 in order for the California interior standards to be met.

Local

City of Roseville

The Noise Element of the Roseville 2010 General Plan contains two noise goals to protect residents from health hazards and annoyance associated with excessive noise levels and to protect the economic base from incompatible land uses (see Appendix C for General Plan policies). These two goals are executed through the application of ten policies for transportation and fixed-noise sources, and through the execution of general noise policies. Specifically, the noise transportation policies set maximum noise level exposure for different land uses (see Table 4.7-5). Fixed noise source policies also set maximum noise levels for non-transportation noise sources (see Table 4.7-6). Each of the noise levels specified above should be lowered by five dB for simple tone noises, noises consisting primarily of speech or music, or for recurring impulsive noises. Such noises are generally considered by residents to be particularly annoying, and are a primary source of noise complaints. These noise level standards do not apply to residential units established in conjunction with industrial or commercial uses (e.g., caretaker dwellings).

No standards have been included for interior noise levels. Standard construction practices should, with the exterior noise levels identified, result in acceptable interior noise levels.

City of Roseville Noise Ordinance

The City of Roseville has a Municipal Code of Ordinances that initiates noise standards for construction noise on public property. The Roseville Noise Ordinance limits construction activity to between 7:00 a.m. to 7:00 p.m. weekdays and between 8:00 a.m. to 8:00 p.m. on weekends. Limited exceptions to this standard may be approved by the Public Works Department (see RMC Section 9.24.090G). Section 9.24.090E3 of the ordinance provides exemptions for impact tools and equipment provided that certain noise attenuation devices are included.

4.7.4 IMPACTS

A combination of existing literature and application of accepted noise prediction and sound propagation algorithms, were used to predict changes in ambient noise levels resulting from development within the project site. Specific noise sources evaluated in this section include construction noise, operational noise and groundborne or vibration. Noise impacts of each of these major noise sources are described below.

Method of Analysis

As stated under the Introduction, traffic noise would not be substantially altered, so it is not addressed in this section. As discussed in Section 4.0, Introduction to the Analysis, the light industrial land use designation of the contiguous parcels was evaluated during preparation of the General Plan (1992), and included in the City's traffic model and infrastructure plans. This EIR uses the assumptions of the General Plan EIR including the Light Industrial designation of the

TABLE 4.7-5

**MAXIMUM ALLOWABLE NOISE EXPOSURE
TRANSPORTATION NOISE SOURCES**

Land Uses	Outdoor Activity Areas ¹ L _{dn} /CNEL, dB	Interior Spaces	
		L _{dn} /CNEL, dB	L _{eq} , dB ²
Residential	60 ³	45	—
Transient Lodging	60 ³	45	—
Hospitals, Nursing Homes	60 ³	45	—
Theaters, Auditoriums, Music Halls	—	—	35
Churches, Meeting Halls	60 ³	—	40
Office Buildings	65	—	45
Schools, Libraries, Museums	—	—	45
Playgrounds, Neighborhood Parks	70	—	—

¹ Outdoor activity areas for residential developments are considered to be the backyard patios or decks of single family dwellings, and the patios or common areas where people generally congregate for multi-family developments. Outdoor activity areas for non-residential developments are considered to be those common areas where people generally congregate, including pedestrian plazas, seating areas and outside lunch facilities. Where the location of outdoor activity areas is unknown, the exterior noise level standard shall be applied to the property line of the receiving land use.

² As determined for a typical worst-case hour during periods of use.

³ Where it is not possible to reduce noise in outdoor activity areas to 60 dB L_{dn}/CNEL or less using a practical application of the best-available noise reduction measures, an exterior noise level of up to 65 dB L_{dn}/CNEL may be allowed provided that available exterior noise level reduction measures have been implemented and interior noise levels are in compliance with this table.

NOTE: Where a proposed use is not specifically listed on this table, the use shall comply with the noise exposure standards for the nearest similar use as determined by the Planning Department. Commercial and industrial uses have not been listed because such uses are not considered to be particularly sensitive to noise exposure.

TABLE 4.7-6

**PERFORMANCE STANDARDS FOR
NON-TRANSPORTATION NOISE SOURCES OR PROJECTS AFFECTED
BY NON-TRANSPORTATION NOISE SOURCES
(As Measured at the Property Line of Noise Sensitive Uses)**

Noise Level Descriptor	Daytime (7 A.M. to 10 P.M.)	Nighttime (10 P.M. to 7 A.M.)
Hourly L _{eq} , dB	50	45
Maximum level, dB	70	65

Each of the noise levels specified above should be lowered by five dB for simple tone noises, noises consisting primarily of speech or music, or for recurring impulsive noises. Such noises are generally considered by residents to be particularly annoying, and are a primary source of noise complaints. These noise level standards do not apply to residential units established in conjunction with industrial or commercial uses (e.g., caretaker dwellings).

No standards have been included for interior noise levels. Standard construction practices should, with the exterior noise levels identified, result in acceptable interior noise levels.

SOURCE: City of Roseville General Plan (1992).

contiguous parcels, as the baseline for its environmental analysis. The project includes the extension of Foothills Boulevard, construction of a bike trail and water line through the contiguous parcel's open space. This section comprehensively evaluates the project's proposed land use and zoning changes for the contiguous parcels together with the land use changes associated with the annexation, and the improvements described for both areas.

Construction Noise

During the construction phases of the project, noise from construction activities would add to the noise environment in the immediate project vicinity. Activities involved in construction would generate maximum noise levels, as indicated in Table 4.7-7, ranging from 85 to 90 dB at a distance of 50 feet. Construction activities would be temporary in nature and are anticipated to occur during normal daytime working hours.

Noise would also be generated during the construction phase by increased truck traffic on area roadways. A significant project-generated noise source would be truck traffic associated with the transport of heavy materials and equipment to and from construction sites. This noise increase would be of short duration, and would likely occur primarily during daytime hours.

Operation Noise

The analysis of operational noise qualitatively considers the anticipated uses on the project site and the distance to the nearest sensitive receptors.

Groundborne Noise and Vibration

A qualitative analysis of groundborne noise and vibration is provided.

Standards of Significance

For the purposes of this EIR, impacts are considered significant if the proposed project would:

- Introduce land uses into areas where non-transportation-source noise exceeds the maximum allowable levels indicated in Table 4.7-6;
- Allow noise-generating project construction activities to occur outside the allowable City of Roseville Noise Ordinance hours of 7:00 a.m. to 7:00 p.m. weekdays and 8:00 a.m. to 8:00 p.m. weekends; and
- Expose people to excessive groundborne vibration or groundborne noise levels.

Project-Specific Impacts

IMPACT 4.7-1:	Temporary increases in noise levels due to earthmoving and general construction activities.
SIGNIFICANCE:	Less than significant
MITIGATION MEASURE:	None required.

Construction activities would temporarily increase noise levels in the vicinity of the project site due to earthmoving, materials handling, stationary and impact equipment, and vehicles which would generate noise during site clearing, excavation, grading, general building, roadway, and pipeline construction related to project construction. Construction vehicle traffic traveling to the area would also generate noise. It is anticipated that construction traffic would primarily access the project site from Foothills Boulevard.

TABLE 4.7-7		
CONSTRUCTION EQUIPMENT NOISE LEVELS¹		
BEFORE AND AFTER MITIGATION (dBA)		
Equipment Type	Noise Level at 50 Feet	
	Without Noise Control	With Feasible Noise Control²
Earthmoving		
Front Loaders	79	75
Backhoes	85	75
Dozers	80	75
Tractors	80	75
Scrapers	88	80
Graders	85	75
Trucks	91	75
Pavers	89	80
Materials Handling		
Concrete Mixers	85	75
Concrete Pumps	82	75
Cranes	83	75
Derricks	88	75
Stationary		
Pumps	76	75
Generators	78	75
Compressors	81	75
Impact		
Pile Drivers	101	95
Jack Hammers	88	75
Rock Drills	98	80
Pneumatic Tools	86	80
Other		
Saws	78	75
Vibrators	76	75
¹ Taken from Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances, prepared by Bolt, Beranek, and Newman for the U.S. Environmental Protection Agency, December 31, 1971. ² Estimated levels obtainable by selecting quieter procedures or machines and implementing noise control features requiring no major redesign or extreme cost.		
Source: Bollard & Brennan, Inc. 1999.		

These activities could disturb residents of future homes adjacent to the project site, and existing and planned future residential uses within the project vicinity. Potentially vulnerable off-site residences would include new residential areas to be constructed in the adjacent Woodcreek East project.

Actual noise levels experienced at residences would be influenced by several different kinds of equipment. Since the number, type and location of each kind of equipment that will be used is not known, it is not possible to precisely predict the noise level at nearby residences. Nevertheless, generalized noise level estimates were made assuming one tractor, one grader, one loader, one backhoe and one truck all operating at the same time without feasible noise control and within an area of 28,600 square feet.

The model HICNOM was used in the area source mode and noise levels were calculated for four locations, 10, 50, 100 and 500 feet from the construction area. Calculated worst-case temporary noise levels of 90 dBA could be expected for receptors 10 feet from the construction area, 86 dBA for receptors 50 feet from the construction area, 83 dBA for receptors 100 feet from the construction area, and 72 dBA for receptors 500 feet from the construction area. Noise levels at the nearest residence (approximately 1,000 feet from the annexation area) would not be expected to exceed 70 dBA. The bike trail and waterline in the contiguous parcels would be closer to Woodcreek East, but would not require as much equipment as the industrial development, so noise levels would be lower; the duration of construction would also be shorter. This is assuming that there is direct line-of-sight between the noise sources and the exterior receptor. Noise levels for receptors inside buildings with the windows closed would be about 20-25 dBA lower.

Project construction must comply with the provisions of section 9.24.090.E.3 of the City code, which requires all impact tools and equipment to have intake and exhaust mufflers approved by the City's Public Works Director and any pavement breakers and jackhammers be equipped with acoustically alternating shields or shrouds to accomplish maximum noise attenuation. The Director of Public Works can also prescribe specific methods for maximum noise attenuation. Because noise levels at sensitive receptors would not exceed City standards, construction activities would be short-term in nature, and project construction would comply with the provisions of the City code, the impact is considered less than significant.

IMPACT 4.7-2: Exposure of future adjacent residences to operational noise.
SIGNIFICANCE: Less than significant
MITIGATION MEASURE: None required.

At this time it is not known specifically what types of light industrial uses would occupy the project area. Generally, light industrial operations can produce loud noise levels from various machinery, pumps, and other stationary and mobile equipment. The closest sensitive receptor to the annexation area, where project development would occur, is a recently approved 350-unit residential project located approximately 1,000 feet west of the annexation area. The site plan for the Woodcreek East project includes a substantial open space area that surrounds the eastern portion of the site. This open space buffer would shield future residences from most operational noise associated with the development of the annexation area and contiguous parcels. Due to the distance it is not anticipated that noise levels would exceed acceptable levels at residential areas. The proposed bike trail would not generate operational noise. In addition, the proposed project is required to comply with the City's Noise Ordinance, which limits noise levels from stationary sources, such as those that would be operating under the proposed project. Therefore, operational noise impacts would be less than significant.

IMPACT 4.7-3	Exposure of future adjacent residences to groundborne noise or vibrations.
SIGNIFICANCE:	Less than significant
MITIGATION MEASURE:	None required.

The closest sensitive receptor to the project site is the recently approved Woodcreek East project. A 350-unit residential project located approximately 1,000 feet west of the annexation area. According to the site plan for the Woodcreek East project, a substantial open space buffer is adjacent to eastern boundary of the site which further buffers future residences from the project site.

Groundborne noise and vibration can be generated by construction activities (blasting, pile driving, and operating heavy earth-moving equipment), trucks driving on rough roads, transit systems, and noise associated with amplified sound. Vibration can be transmitted through soil and rock layers to building structures causing noticeable movement of building floors, rattling of windows, shaking of items on shelves, and rumbling sounds. Annoyance from vibration often occurs when the vibration exceeds the threshold of perception by 10 decibels or less. This vibration level is well below damage thresholds for most buildings. It is not known whether any uses within the Foothill Business Park would result in groundborne vibration, because specific operations have not been identified.

The City of Roseville has recently adopted an amendment to Chapter 9.24 of the Municipal Code that addresses Noise Regulations to address noise issues associated with amplified sound or low frequency sound standards. Any operations that could generate substantial groundborne noise or vibration must comply with the ordinance. Compliance with the City's Noise Ordinance would ensure that impacts associated with groundborne noise or vibrations would be less than significant.

4.7.5 MITIGATION MEASURES

None required.

ENDNOTES

1. Federal Highway Administration, 1982, *Report of Field Review - Highway Traffic Noise Impact Identification and Mitigation Decisionmaking Processes*. Office of Environmental Policy, June.
2. Code of California Regulations (CCR), 1988, California Noise Insulation Standards, California State Building Code (Part 2, Title 24, CCR), Appendix Chapter 35, Sound Transmission Control.

4.8 PUBLIC SERVICES AND UTILITIES

4.8 PUBLIC SERVICES AND UTILITIES

4.8.1 INTRODUCTION

This section describes the public services and utilities provided in the City of Roseville, including water supply, wastewater service, police services, fire protection services, and electric service. The section also identifies the anticipated demand for these services resulting from the implementation of the proposed project, and evaluates the ability of service providers to meet this demand.

As identified in the Initial Study prepared for the proposed project (see Appendix A), issues associated with landfill capacity and compliance with local laws and regulations were determined to be less than significant and, therefore, are not addressed in this EIR. As an industrial development, the proposed project would not generate demand for school or library services, or for parks and recreation. In addition, other public services, including cable and telephones would be funded through fees and other funding mechanisms. Therefore, environmental effects as a result of project demand would be less than significant and are not addressed in this EIR.

4.8.2 WATER SUPPLY

4.8.2.1 ENVIRONMENTAL SETTING

Water Supply

At the time that this EIR was released, it had not been determined which provider would supply water to the proposed project. Because the project site is not located within the City of Roseville, City water service is not available on the site at present. The project site is located within the water service boundaries of the Placer County Water Agency (PCWA), but no infrastructure is located onsite. Upon annexation, it is anticipated water service to the project site would be provided in one of the following ways:

1. PCWA may provide water to the site via direct connection to PCWA water infrastructure from pipelines located in Duluth Avenue and Cincinnati Street;
2. Diversion of PCWA raw water delivered through the Folsom Lake to City's treatment plant and conveyance system.
3. Diversion of San Juan Water District (SJWD) raw water delivered through the City's treatment plant and conveyance system at Folsom Lake.

Regardless of which water purveyor provides water service to the project site, the 7-acre parcel located north of Pleasant Grove Creek, in the annexation area, and the approximately 8-acre parcel located just west of Foothill Boulevard in the City limits (contiguous parcel), would be served directly by PCWA, as shown in Figure 3-4.

Determination of the water provider will be made as part of the project approval process. In order to disclose potential impacts, the EIR evaluates all three options.

City of Roseville

The City of Roseville Environmental Utilities Department provides water to about 2,500 commercial and over 23,000 residential connections within the city. Total city-wide use in 1997 was 23,200 acre-feet (af). The current average daily water demand is about 21 million gallons per day (mgd). Daily demand is about 10.0 mgd during the winter with the average level of water usage per household approximately 1.0 acre-feet per year (af/yr) (this is an average of all connections and total water used assuming a consistent mix of commercial usage). Summer of 1997 peak flows exceeded 39 mgd. Projected average water demand under buildout conditions is anticipated to be approximately 46 mgd (with the proposed NRSP Phase 3 project) and maximum daily water demand is anticipated to be approximately 92 mgd.¹

Most of the City's water supply is provided from the United States Bureau of Reclamation (USBR) and the PCWA. The USBR is responsible for the management of the Folsom Reservoir. Folsom Reservoir is part of the Central Valley Project, which is a federally-operated network of California dams, reservoirs, and canals.

The City's entitlement for untreated surface water from the USBR (under Contract #14-06-200-3474A) includes 32,000 af/yr from Folsom Reservoir and 30,000 af/yr from the PCWA (original contract option May 17, 1989, second option November 20, 1991, and third option October 6, 1994) for a total water allocation of 62,000 af/yr (55 mgd average day demand). As stated below, the City has agreed to limit diversions to 54,900 af/yr during a normal water year under the Water Forum Agreement. In a critically dry year, the City has agreed to divert no more than 39,800 af/yr. The USBR and PCWA water entitlement contracts are available for public review at the Roseville City Clerk's office at 311 Vernon Street, Roseville, California.

PCWA manages reservoirs located on the American River. A long-term Wheeling agreement with the USBR is currently being pursued by the City of Roseville, and is anticipated to be in place by late 2000. The Agreement allows wheeling of PCWA water through USBR facilities for delivery to the Roseville Water Treatment Plant.

Table 4.8-1 summarizes the City's current water entitlement, which includes 32,000 af from USBR and 30,000 af from PCWA.

In addition to the water entitlements discussed above, the City can access emergency water from other sources (e.g., PCWA) to respond to emergency conditions or to transfer water between jurisdictions or to temporarily supplement the City's water supply. These sources include wells and interties with surrounding agencies.

Source	Agency	Amount (acre-ft/yr)	Average Day Amount (mgd)	Present Status
American River at Folsom Lake	United States Bureau of Reclamation	32,000	28.6	Contracted
American River at Folsom Lake	Placer County Water Agency	30,000	26.8	Contracted
TOTAL		62,000	55.4	Contracted
SOURCE: The Spink Corporation, 1995.				

Water Forum

Background

The Water Forum is a diverse group of business and agricultural leaders, citizens groups, environmentalists, water managers and local governments in the Placer and Sacramento County area. This group of community leaders and water experts came together to accomplish the following two common objectives:

- 1) Provide a reliable and safe water supply for the region's economic health and planned development to the year 2030; and
- 2) Preserve the fishery, wildlife, recreational, and aesthetic values of the Lower American River.

Water Forum stakeholders have developed an integrated package of actions that will meet the above objectives. Each element of the package is necessary for a regional solution to work. There are seven elements:

1. Increased Surface Water Diversions,
2. Actions to Meet Customers' Needs While Reducing Diversion Impacts on the Lower American River in Drier Years,
3. An Improved Pattern of Fishery Flow Releases from Folsom Reservoir,
4. Lower American River Habitat Management Element, which also Addresses Recreation in the Lower American River,
5. Water Conservation Element,
6. Groundwater Management Element, and
7. Water Forum Successor Effort.

Purveyor Specific Agreements (PSA) have been developed that describe in detail how each of the seven elements will be implemented by the respective purveyors. These PSA's are compiled into a final agreement that each stakeholder board has executed. In return for signing the final Water Forum agreement, water purveyors receive support for water supply projects including site-specific infrastructure development. The Water Forum Agreement was signed in March of 2000 in which the City has agreed to divert no more than 54,900 af/yr during a normal water year and 39,800 af/yr during a critically dry year.

Elements

The City will implement the Water Forum Project Elements as independent actions that have been identified in Water Forum negotiations and committed to as mitigation through the development of the Water Treatment Plant EIR. These project elements seek to collectively reduce the significant cumulative impacts of anticipated increased diversions from the American River watershed through the year 2030. The elements related to diversion limitations and water conservation are discussed below.

Diversion Limitations: During a normal water year, the City will divert no more than 54,900 af/yr from the American River in the years when the projected March through November unimpaired inflow to Folsom Reservoir is greater than 950,000 af/yr (during normal or wet water year).

- In a critically dry year, when projected March through November unimpaired inflow to Folsom Reservoir is less than 950,000 af/yr but greater than 400,000 af/yr, the City will divert and use a decreasing amount of surface water from 54,900 af/yr to 39,800 af/yr in proportion to the decrease in unimpaired inflow, from 950,000 af/yr to 400,000 af/yr with a replacement to the river equivalent to the drier diversions above baseline. The drier the year, the more water would be replaced, up to 20,000 af/yr from PCWA reservoir reoperation.
- In the driest years, when the projected March through November unimpaired inflow to Folsom Reservoir is less than 400,000 af/yr, the City will reduce its diversions to no more than 39,800 af/yr, with a replacement of 20,000 af/yr to the river from PCWA reservoir reoperation.

To implement these diversion limitations, the City also commits to enter into an agreement with the U.S. Bureau of Reclamation in substantially the form of the "Model Agreement for Reduction in Water Diversions and Deliveries for Implementation of Revised Instream Flow Standards for the Lower American River" included in the Water Forum Agreement.

Water Conservation: The City will implement its Water Forum Conservation Plan for all areas within its service area. Implementation has begun as a result of certifying the Water Treatment Plant EIR in August 1999.

Groundwater

Another water supply source for the City is groundwater. Currently, the City only uses groundwater for backup purposes. Groundwater would be used during critically dry years to supplement surface water supplies. The project site is located within the Placer and Yuba County Groundwater Basin delineation, which includes upper and lower aquifers, although the majority of groundwater is in unconfined aquifers, in floodplain and alluvial fan deposits. Much of the region is underlain by soils that limit the infiltration of groundwater and limit groundwater recharge. Therefore, the primary locations for potential groundwater recharge are along major water courses.²

Other Providers

As discussed above, the City has the option to purchase raw water from other providers. For the proposed project, water could be purchased from PCWA or SJWD if the agency or district is a willing seller. Both purveyors participated in the Water Forum effort and have agreed to conditions on the amount of water that each can divert from the Lower American River. They have also agreed to specific conditions that dictate how much and when diversions are acceptable. Increased diversions above 1995 baseline amounts are dependant on the water year type.

Forum participants crafted "PSA's" that contain criteria for American River diversions for each water provider. These criterion are different for each purveyor. For example, the City of Roseville agreed to limit surface water diversions to 54,900 af during a normal year and reduce diversions to 39,800 af during a critically dry year while providing offset water. The following excerpts summarize PCWA and SJWD's PSA:

PCWA Purveyor Specific Agreement:

PCWA will increase its average and wet year American River diversions from a baseline level of 8,500 af to a year 2030 level of 35,500 af.

During drier years, PCWA would divert and use 35,500 af from the American River. In these drier years, PCWA would also replace water to the River from reoperation of its Middle Fork Project (MFP) reservoirs in the following amounts:

<u>Folsom Reservoir Inflow</u>	<u>PCWA Will Release</u>
950,000 af	0 af release from reoperation
400,000 af	27,000 af release from reoperation

The amount of water released to the American River from reoperation of the MFP reservoirs between 950,000 af and 400,000 af would be in linear proportion of the amount shown above.

The source of this replacement water in drier years would be water not normally released in those years from the PCWA MFP.

SJWD Purveyor Specific Agreement:

San Juan Water District...will increase its average and wet year American River diversions from a baseline level of 54,200 af to year 2030 level of 82,200 af. In drier years, SJWD will reduce diversion by up to 28,000 af by relying more on groundwater and increased conservation.³

Water obtained from either PCWA or SJWD would be water evaluated under the Forum Agreement. The City will work with either entity to purchase the water and use the City's treatment and distribution system to provide service to the area.

Water Treatment

As previously discussed, the City may purchase water from another provider to serve the proposed project, such as PCWA or SJWD. If SJWD provides water for the site, the water would be "wheeled" through the City's water treatment plant and distribution system. If PCWA provides water for the project, the water would be either "wheeled" through the City's or PCWA's water treatment plant and distribution system.

The City operates the Roseville Water Treatment Plant, a potable water treatment plant that treats raw water from Folsom Reservoir. The plant is located on Barton Road. The plant has primary clarification, filtration, and disinfection capabilities. Water treatment consists of coagulation, flocculation, filtration, and disinfection. Other chemicals used are lime for pH control and fluoride for the health of residents.

In 1989, the plant was expanded to a treatment capacity of 48 mgd. A 12 mgd water treatment plant expansion is under construction and is scheduled to be completed in 2001. A second expansion of 15 mgd would be implemented sometime after 2001, bringing total treatment capacity to 75 mgd. Another expansion to meet anticipated City General Plan build-out water demands would be fully implemented by 2015.⁴

Water Conveyance and Distribution

As previously discussed, the City may purchase water from another provider to serve the proposed project. However, whether the City or another provider supplies the water for the project, the water would still be "wheeled" through the City's distribution system.

As previously discussed, the City receives its water from the USBR and PCWA. The City's current water entitlement is 62,000 af/yr. This includes 32,000 af/yr from USBR and 30,000 af/yr from PCWA. However, the City has agreed to divert no more than 54,900 af/yr during a normal water year under the Water Forum Agreement. The pumping facility at Folsom Dam is capable of delivering a maximum of 96 mgd to the City.

An increase in conveyance capacity would also require the construction of a new 60-inch diameter raw water transmission pipeline from Folsom Dam to the City's water treatment plant. This new transmission pipeline from the lake to the plant will generally parallel the existing transmission pipeline. Design has been completed and construction is anticipated to begin in Summer 2000 with the raw water line to be completed in 2001.

Water treated at the Barton Road Plant is distributed via a network of piping, pump stations and storage facilities owned and operated by the City of Roseville. A 42-inch pipeline and a 63-inch equivalent pipeline carries water from the treatment plant into the southeast corner of the City at the intersection of East Roseville Parkway and Sierra College Boulevard. Water throughout the City is distributed by pipelines ranging from 12 inches or smaller in diameter to as large as 54 inches in diameter.

The City owns and operates four water storage tanks: A two million gallon (mg) tank and a four mg tank located at the water treatment plant; and a six mg tank and a 10 mg tank located west of Sierra College Boulevard and immediately north of the Stoneridge Specific Plan Area. These tanks are used for operation, fire flows and emergency storage. The current system adequately delivers water to the City, maintains acceptable pressure levels and provides back-up delivery in the event of a disruption to normal service.

Water Conservation

The City of Roseville has implemented various strategies and plans to minimize the use of potable water, to operate effectively under drought conditions. In 1991, the City developed and adopted the Roseville Water Conservation and Drought Mitigation Plan. Under this plan, the City has authority to declare water shortage conditions and implement drought related mitigation measures. The City can initiate this process by declaring the drought stage and imposing the appropriate and corresponding drought response measures. These measures include limiting times of irrigation and the required usage of drought-tolerant landscape. City groundwater wells will be activated to supplement surface water during droughts when necessary.

The Water and Energy Conservation Component of the City of Roseville General Plan encourages resource conservation and protection. In the interest of promoting water conservation, the City provides an information program to encourage conservation and to help reduce consumption. Title 24 of the California Code of Regulations is the implementation tool for such conservation efforts required by water system policies. The Code requires water conserving standards for new developments, including low-flow shower heads and low-flush toilets. All landscaping must also comply with Roseville Water Efficient Landscape Requirements. In addition, the Central Valley Project Improvement Act of 1992 mandates, among other measures, that municipalities implement water conservation measures.

The City of Roseville is currently developing a water conservation program in conjunction with the USBR and Water Forum participants. This program will include 16 water conservation best management practices which includes metering of all existing services and billing with commodity rates. The program will be finalized and the City will begin implementation in mid 2000.

4.8.2.2 REGULATORY SETTING

Federal

The Federal Clean Water Act (CWA) establishes regulatory requirements for potable water supplies including raw and treated water quality criteria. The City of Roseville is required to monitor water quality and conform to regulatory requirements of the CWA.

State

SB 901

The State of California enacted legislation (SB 901) which requires that cities and counties assess the adequacy of water supplies to meet the demands of proposed new development projects, including impacts on existing water users, before they approve certain large projects (Government Code § 65302 and Water Code § 10910 et seq).

Local

City of Roseville General Plan

The City of Roseville General Plan contains goals and policies that are designed to adequately and safely supply residents with water, and these can be found in Appendix C.

4.8.2.3 IMPACTS

Method of Analysis

Water demand rates have been applied to the land uses proposed to estimate the additional water that would need to be supplied to the project area by the City of Roseville. Table 4.8-2 presents water demand factors that were used to calculate the needs of the proposed project. To determine the maximum daily demand, average daily demand is multiplied by 2.0.

TABLE 4.8-2	
RATES OF WATER CONSUMPTION	
Land Use	Average Rate Per Day
Light Industrial	2,678 gallons/day/acre
SOURCE: Hewlett-Packard Master Plan Draft EIR, 1996.	

As stated in Section 4.0, Introduction to the Analysis, the light industrial land use designation of the contiguous parcels was evaluated during preparation of the General Plan (1992), and included in the City's traffic model and infrastructure plans. This EIR uses the assumptions of the General Plan EIR including the Light Industrial designation of the contiguous parcels, as the baseline for

it's environmental analysis. The project includes the extension of Foothills Boulevard, construction of a bike trail and water line through the contiguous parcel's open space. This section comprehensively evaluates the project's proposed land use and zoning changes for the contiguous parcels together with the land use changes associated with the annexation, and the improvements described for both areas. Since the proposed project would re-zone approximately 21 acres of existing light industrial land on the contiguous parcels to open space, there could be a slight decrease in the demand for water service previously assumed for the North Industrial area.

It is assumed that PCWA would provide water to the 7-acre parcel north of the creek in the annexation area and to the 8-acre parcel west of Duluth Avenue in the contiguous parcels regardless of who provides water to the remainder of the site.

Standards of Significance

For the purposes of this EIR, impacts are considered significant if the proposed project would:

- Result in an increased water demand greater than the anticipated supply, treatment capacity, and storage and distribution system capacity; or
- Allow development that would be inconsistent with the City's General Plan, and other City plans, policies, and ordinances.

Project-Specific Impacts

IMPACT 4.8-1:

SIGNIFICANCE:

MITIGATION MEASURE:

Increased demand of domestic water used in the City.
Potentially significant

Depending on which water purveyor serves the site, the applicant shall do one of the following: Option 1 (PCWA through PCWA Infrastructure) and Option 2 (PCWA through City infrastructure) 4.8-1: [Obtain water supply from PCWA out of the 35,500 af of American River allocation under compliance of PCWA's Purveyor Specific Agreement]; Option 3 (SJWD) 4.8-2: [Obtain water supply from SJWD out of the 25,000 af from the PCWA contract. The use of this supply would require dry year offsets through the use of groundwater supplies as outlined in SJWD's Purveyor Specific Agreement.]

RESIDUAL SIGNIFICANCE:

Less than significant.

The proposed project includes the development of 833,906 square feet of light industrial uses. As shown below in Table 4.8-3, the proposed development would generate an average day water demand of 171,392 gallons per day (gpd), 0.17 mgd, or 192 af/yr. The maximum daily demand of the proposed project is 342,784 gpd, 0.34 mgd, or 384 af/yr.

The 7-acre parcel north of the Pleasant Grove Creek within the annexation area, and the 8-acre parcel west of Duluth Avenue within the contiguous parcels would be served by PCWA, regardless of whether PCWA or SJWD serve the remainder of the project site.

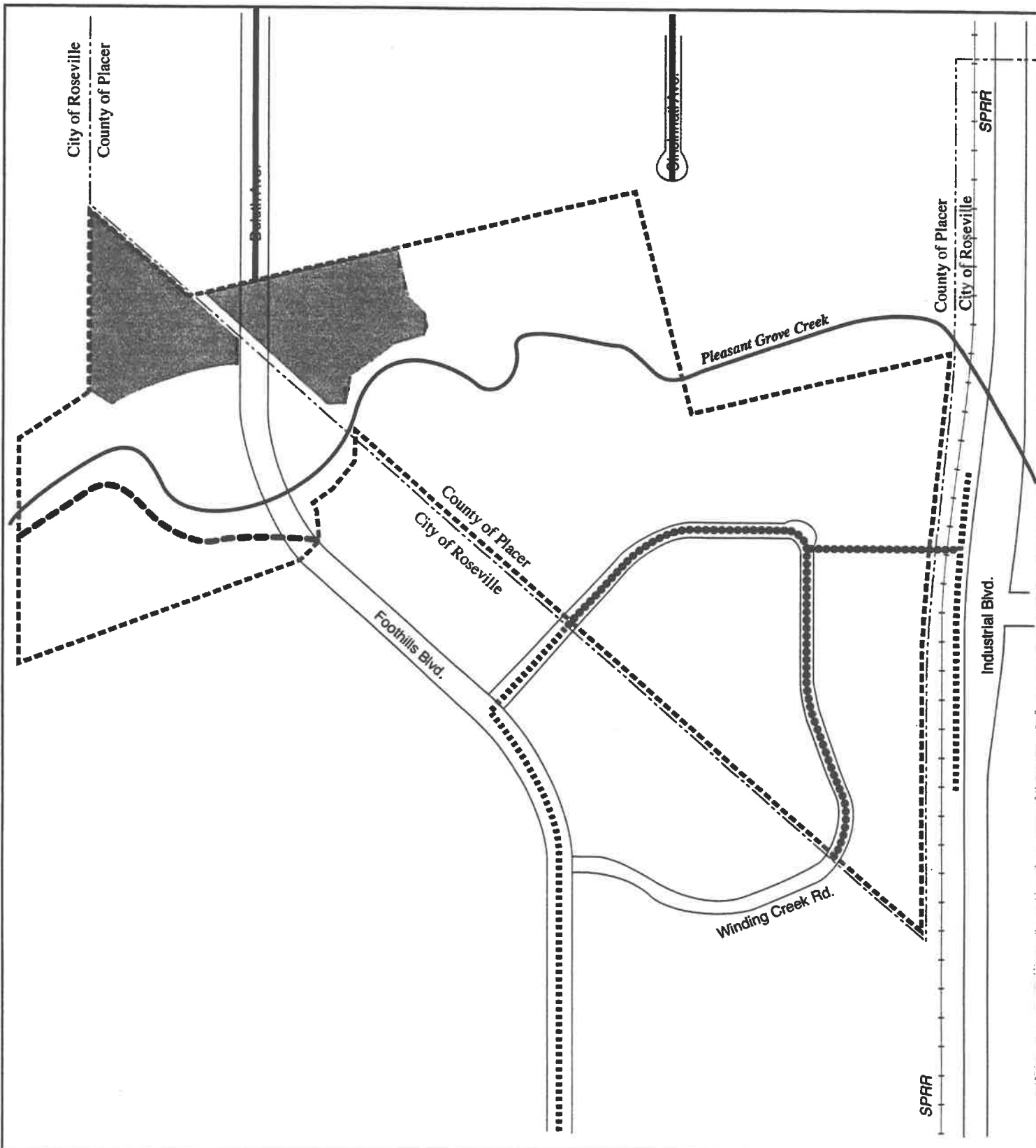
Land Use	Average Rate Per Day	Acres	Gallons Per Day
Light Industrial	2,678 gallons/day/acre	64	171,392
Total Average Day Water Demand:		171,392 gallons per day	
<small>SOURCE: EIP Associates, 2000.</small>			

Option 1 (PCWA through PCWA Infrastructure) and Option 2 (PCWA through City Infrastructure)

The water for the proposed project could be supplied by PCWA in either one of two ways: 1) through PCWA's own infrastructure (Option 1), or 2) through delivering the water to Folsom Dam and utilizing the City's infrastructure (Option 2). The annexation area is currently located in the PCWA Zone 1 service area. Existing PCWA infrastructure is located in Duluth Avenue and Cincinnati Street, as shown in Figure 4.8-1. If Option 1 is chosen, proposed on-site water distribution lines would connect to this existing infrastructure. If the water is conveyed through City infrastructure, then the water would be "wheeled" through the City's water treatment plant and conveyance facilities to serve the proposed project. Under either option, the proposed project would use water diverted from the Lower American River, from what was assumed to occur under the Water Forum EIR. The total amount diverted from the Lower American River would be 192 af/yr for this project. This amount would be from PCWA's 35,500 af evaluated under the Water Forum EIR. For the project to access PCWA surface water, the Agency would require the project proponent to upgrade open channel (ditch) conveyance facilities to reduce system losses. Recognized water savings could be transferred to the project for water supply. Water released down the American River from Middle Fork Project storage would not substantially change the conclusions of the Water Forum EIR.

The effects of water diversions from the Lower American River were previously evaluated under the Water Forum Proposal EIR. Under the Water Forum Proposal EIR, significant and unavoidable impacts were identified for fisheries, and recreational opportunities within the Lower American River due to increased diversions. Effects to fisheries include flow-related impacts to chinook salmon, and potential effects to the Sacramento splittail have been identified. Effects on recreational opportunities would occur due to more frequent periods of inadequate water flows. As stated above, the proposed project would only require approximately 192 af/yr. This 192 af/yr is a small amount of the total water available for use and would be within the scope of the Water Forum Proposal. Therefore, the proposed project, if served by PCWA, would contribute to the environmental impacts of the Water Forum EIR, but would not cause measurable impacts to be more severe than indicated in the Water Forum EIR.

Under the PCWA supply options, during a critically dry year, the water demand would be met by surface water supplies with impacts off set by release from Middle Fork Project reservoir reoperation as outlined in PCWA's PSA. The project would require PCWA to release water



<p>10358 Site</p> <p>No Scale</p>	<ul style="list-style-type: none"> ----- Project Site Boundary - - - - - Roseville City Limits ———— Existing PCWA Water Lines Existing City of Roseville Water Lines Proposed City of Roseville Water Lines ----- Future Water Line ■ Area to be Served by PCWA 	<p style="text-align: center;">EIP ASSOCIATES, S.</p> <p>SOURCE: City of Roseville, PCWA, EIP Associates, June 2000.</p>	<p style="text-align: center;">Figure 4.8-1</p> <p style="text-align: center;">Existing and Proposed Water Lines</p>
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down the river from Middle Fork Project reservoir reoperation to off set surface water used by the project. These measures would ensure that adequate water could be supplied, treated and conveyed to the proposed project.

If PCWA is the water purveyor, the City would implement the Roseville Water Conservation and Drought Mitigation Plan and the Water and Energy Conservation Component of the City of Roseville General Plan in the case of drought conditions. The combination of the elements of these plans would reduce water demand created by the proposed project. Therefore, the project's water demand is considered a less-than-significant impact. As discussed above, the two parcels north of the creek and west of Duluth Avenue would be served by PCWA regardless of whether PCWA or SJWD serve the remainder of the project site. Under Options 1 and 2, PCWA would provide water to the entire annexation area and the 8-acre parcel in the contiguous lands. Since industrial uses for the annexation area was previously assumed to occur under the Sunset Industrial Area Plan, and the 8-acre parcel in the City would only require a small amount of water when compared to PCWA's 35,500 af/yr entitlement, this increased demand for PCWA water would be less than significant.

Option 3 (SJWD)

The water for the portion of the project site south of Pleasant Grove Creek would be purchased by the City from SJWD under this option, which would require approval from SJWD. PCWA would provide water to the 7-acre parcel north of Pleasant Grove Creek and the 8-acre parcel west of Duluth Avenue. As shown in Table 4.8-4, approximately 152,646 gpd, 0.15 mgd, or 171 af/yr would be needed from SJWD, and approximately 40,170 gpd, or 0.04 mgd, or 45 af/yr from PCWA (note that this demand includes an additional 8 acres from the contiguous parcels).

PROJECTED AVERAGE DAY WATER DEMAND (OPTION 3)				
Land Use	Water Provider	Average Rate Per Day	Acres	Gallons Per Day
Light Industrial	SJWD	2,678 gallons/day/acre	57	152,646
Light Industrial	PCWA	2,678 gallons/day/acre	15	40,170
Total Average Day Water Demand:				152,646 gallons per day
Source: EIP Associates, 2000.				

Raw water purchased from SJWD would be diverted through the Folsom Dam pumping plant by the City through infrastructure owned by the City. The proposed project would use water entitlements from the Lower American River already assumed to occur under the Water Forum EIR. Under this option, the water needed by the proposed project would come from the entitlements assumed under the Water Forum EIR. Therefore, the proposed project would not increase the total amount of water taken from the Lower American River and would not change the conclusions of the Water Forum EIR.

The effects of water diversions from the Lower American River were previously evaluated under the Water Forum Proposal EIR as discussed under Option 1. The annexation area would require approximately 192 af/yr or 0.03 percent of the total water entitlements to the American River under the Water Forum Proposal. However, as previously discussed, PCWA would serve the two parcels located north of the creek and west of Duluth Avenue under this option. Therefore, only 152,646 gpd, or 0.15 mgd, or 171 af/yr would be provided by SJWD. This represents a 0.18 percent of the additional entitlements contracted with SJWD for anticipated growth, and a slight portion of PCWA's entitlement to serve the northern parcel. Therefore, if the City purchases raw water from SJWD, the proposed project, would contribute to the environmental impacts of the Water Forum Proposal, but would not cause those impacts to be more severe than indicated in the Water Forum Proposal EIR.

If the City purchases raw water from SJWD to serve the site, less water would be diverted during critically dry years as agreed upon under the Water Forum agreement. Therefore, during a critically dry year, SJWD would not be able to provide surface water to the City to serve the project site. The entire water demand of the proposed project would then be met through the use of groundwater. The project applicant would be required to contribute their fair share into the City's water construction fund designated for the provision of groundwater wells.

If the City purchases raw water from SJWD, the project would need to participate in the funding of groundwater wells to ensure that SJWD could provide water in dry years. Because the proposed project would be served by the City, the applicant would be required to pay connection fees, which could be used for upgrades to the City's water treatment plant and conveyance facilities. These measures would ensure that adequate water could be supplied, treated and conveyed to the proposed project.

Identical to the Options 1 and 2, the City would implement water conservation plans, which would reduce water demand created by the proposed project. Therefore, the project's water demand is considered a less-than-significant impact.

IMPACT 4.8-2:	Increased demand for water treatment and conveyance.
SIGNIFICANCE:	Less than significant
MITIGATION MEASURE:	None required.

As previously discussed, the City would purchase water from another provider to serve the proposed project. If PCWA supplies water to the project, the water would either be "wheeled" through the City's or PCWA's treatment and conveyance facilities. In order to obtain water from PCWA, the applicant would have to either construct a pipeline extension to the existing infrastructure in Duluth Avenue and Cincinnati Street or enter into a service order agreement with PCWA. PCWA would then provide any on-site or off-site pipelines or other facilities. The applicant would pay all fees required by PCWA, including Plant Expansion and Replacement charges. If the City purchases water from SJWD, the water would be "wheeled" through the City's treatment and conveyance facilities. The applicant would be required to pay connection fees, which could be used for upgrades to the City's water treatment plant and conveyance facilities.

The 7-acre parcel north of the Pleasant Grove Creek within the annexation area, and the 8-acre parcel west of Duluth Avenue within the contiguous parcels would be served by PCWA, regardless of whether PCWA or SJWD provides water for the project site.

Treatment

The two parcels north of the creek and west of Duluth Avenue will be served by PCWA, and the water will be treated at the Foothill Water Treatment Plant regardless of which water purveyor serves the remainder of the site. Industrial uses was assumed to occur in the 92-acre annexation area under the Sunset Industrial Area Plan EIR and water treatment capacity was found to be a less-than-significant impact. Because the proposed project would result in either 72 acres being served by PCWA (Options 1 and 2) or 15 acres being served by PCWA (Option 3), there would be adequate capacity at the plant to serve the site. Therefore, impacts to the Foothill Water Treatment Plant would be less than significant.

The City of Roseville Water Treatment Plant (WTP) can supply 48 mgd of potable water. However, under the City's current contract with the USBR, the maximum amount of water that can be conveyed to the City is 96 mgd. The City's 1997 maximum daily water demand was 39 mgd. Under the City's 2010 General Plan, excluding the proposed project, a maximum daily water demand of 92 mgd is anticipated, which would exceed the capacity of the City's existing treatment and conveyance facilities. As shown in Table 4.8-4, the proposed project is anticipated to create a daily demand for water of approximately 171,392 gpd or 0.17 mgd. This would increase the City's water demand at buildout of the General Plan to 82.17 mgd and further exceed the capacity of the City's existing treatment and conveyance facilities.

A 12 mgd expansion of the City's treatment plant is planned for completion by 2001, bringing the treatment capacity to 60 mgd. A second 15 mgd expansion is planned and would be implemented sometime after 2001. This expansion would bring treatment capacity to 75 mgd. The City intends to collect additional fees to fund expansion of the plant beyond 75 mgd. In addition, the proposed project would comply with General Plan Policy F-5, which requires that all development provide for and pay a fair share of the cost for adequate water distribution, including plant expansions. If another water provider supplies the water, and the water is treated at the Roseville Water Treatment Plant, additional water would be treated at the WTP than previously assumed. However, the City as indicated that the City WTP would have adequate capacity to treat additional water and this development would pay the appropriate connection fees. Therefore, impacts to the City WTP would be considered less than significant.

Conveyance

A 12-inch and 16-inch water distribution line on the site would be constructed to serve the proposed project. The proposed water lines would be located within the proposed Winding Creek Road as shown in Figure 4.8-1. In addition, a 24-inch water line would be constructed from the City water tank site east to Industrial Avenue to connect to the existing 12- to 24-inch lines located along Industrial Avenue and Foothills Boulevard. An easement for a future water line would be located from Foothill Boulevard west to the Woodcreek East project. This easement is anticipated to follow the Pleasant Grove Creek, within the contiguous parcels. The

proposed lines would be designed to accommodate 0.17 mgd and adequately serve the proposed project. If another water provider supplies water to project and the water is conveyed through the city's conveyance system, an increase of water through the City's system would occur. However, the City has indicated that the City's conveyance system would have adequate capacity to serve the increase of water. If another provider supplies and conveys the water to the project site, the applicant and water purveyor would enter a serve order agreement. The applicant would be required to pay for all fees required to adequately convey water to the site. Therefore, the impact on the conveyance system is considered to be less than significant.

4.8.2.4 MITIGATION MEASURES

Option 1 (PCWA through PCWA Infrastructure) and Option 2 (PCWA through City Infrastructure) Mitigation Measure 4.8-1: Obtain water supply from PCWA out of the 35,500 af of American River allocation under compliance of PCWA's Purveyor Specific Agreement.

Mitigation Measure 4.8-1 applies to Impact 4.8-1, if PCWA provides water to the project.

If PCWA supplies water to the proposed project, the City shall purchase raw water from PCWA out of the 35,500 af allocation from the American River under compliance of PCWA's purveyor specific agreement. The applicant shall upgrade open channel (ditch) conveyance facilities to reduce evaporation and leakage losses. In addition, PCWA is required to release water down the American River from Middle Fork Project reservoir reoperation to offset surface water used by the proposed project, as agreed upon in the Water Forum Agreement.

Option 3 (SJWD) Mitigation Measure 4.8-2: Obtain water supply from SJWD out of the 25,000 af from the PCWA contract. The use of this supply would require dry year offsets through the use of groundwater supplies as outlined in SJWD's Purveyor Specific Agreement.

Mitigation Measure 4.8-2 applies to Impact 4.8-1, if SJWD provides water to the project.

If the City purchases water from SJWD to serve the proposed project, the raw water would come from the 25,000 af from the PCWA contract. Under this option, the applicant would be required to participate in a "fair share" program to fund the use of groundwater wells to offset raw water purchase from SJWD during drier and driest years.

4.8.3 WASTEWATER

4.8.3.1 ENVIRONMENTAL SETTING

Wastewater Treatment and Conveyance

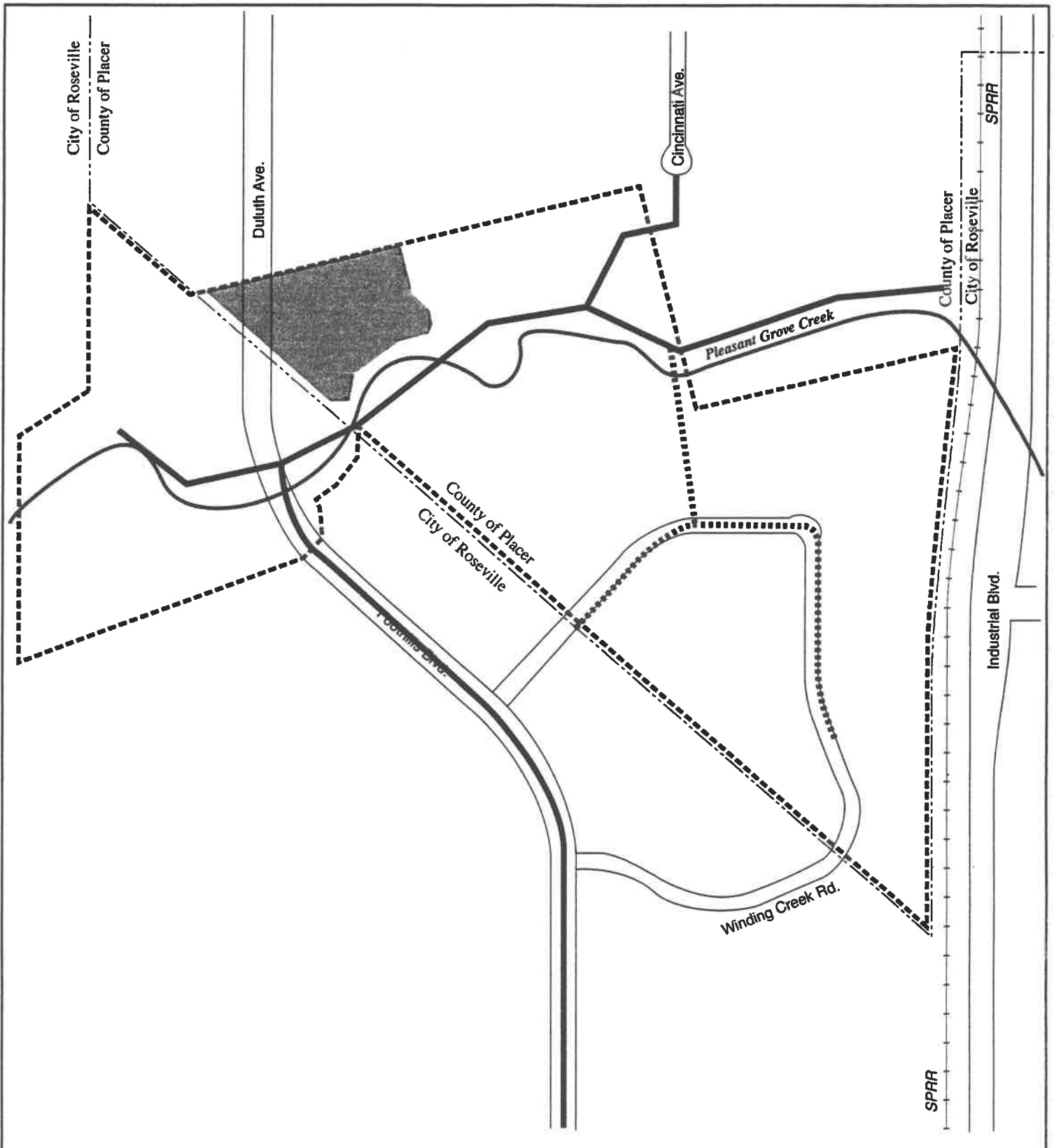
Wastewater from the City of Roseville is collected in and travels through gravity pipelines and force mains which deliver wastewater to the Roseville Regional Wastewater Treatment Plant, located along Dry Creek (Dry Creek WWTP) in the southwest portion of the City. Major collection lines vary in size, from 15 inches to 66 inches.⁵ The City operates 23 wastewater pumping stations. The treatment plant also treats wastewater from Rocklin, Loomis, Granite Bay, and several unincorporated portions of Placer County.⁶

The plant provides tertiary-level wastewater treatment through the process of screening, grit removal, primary clarification, aeration, secondary clarification, filtration, chlorination and dechlorination. The plant also provides full nitrification. Sewage sludge is transported to the Western Regional Sanitary Landfill for disposal. The plant can discharge up to 18 mgd dry weather flow into Dry Creek and 45 mgd wet weather flow under an existing National Pollutant Discharge Elimination System (NPDES) permit. Currently, flows average 13 mgd, of which 7 mgd come from the City. The peak daily wet weather flow during the last 12 months was 37 mgd. The City is planning to expand wastewater treatment capacity to serve its needs through 2015 by constructing a new wastewater treatment facility along Pleasant Grove Creek in the county, west of the current city limits. This new facility will reduce flows to the Dry Creek WWTP. The Pleasant Grove Wastewater Treatment Plant (PGWWTP) is anticipated to be completed by the end of 2002. The PGWWTP would have a design capacity of 12 mgd dry weather flow and 30 mgd peak wet weather flow.

There is an existing City sewer line that traverses the project site and parallels Pleasant Grove Creek as shown in Figure 4.8-2. This sewer line ranges in diameter from 36- to 42-inches. It is anticipated that once the site is annexed to the City, the project would tie into this existing sewer line, and wastewater generated by the proposed project would be treated at the Dry Creek WWTP until the PGWWTP is complete in 2002. The 7-acre parcel located north of the Pleasant Grove Creek in the annexation area would be served by Placer County Server Maintenance District (SMD) #1, and the approximate 8-acre parcel west of Foothills Boulevard in the City limits (contiguous parcels) Wastewater from this system would also be routed to the Dry Creek WWTP via the existing Pleasant Grove Creek line.






4.8.3.2 REGULATORY SETTING

There are no specific federal or State regulations pertaining to wastewater that would reduce environmental impacts associated with the proposed project.



10358 Site


 -N-
 No Scale

-  Project Site Boundary
-  Roseville City Limits
-  Existing Sewer Lines
-  Proposed Sewer Lines
-  Area to be Served by PCSMD



SOURCE: City of Roseville, EIP Associates, June 2000.

Figure 4.8-2

Existing and Proposed Sewer Lines

Local**City of Roseville General Plan**

The City of Roseville General Plan contains goals and policies that are designed to adequately provide wastewater service to residents. These policies can be found in Appendix C.

4.8.3.3 IMPACTS**Method of Analysis**

An average day dry weather generation rate of 1,600 gallons per acre per day is applied to the light industrial land uses in the proposed project to estimate the quantity of wastewater that would be added to the City's collection system. To determine the peak wet weather flow in the collection system, the average daily flow is multiplied by a peaking factor of 2.3.

Because of the way in which the wastewater flows through the conveyance system, the wastewater treatment rates are slightly lower than the transmission flows.⁷ An average day dry weather generation rate of 1,040 gallons per day per acre is applied to the light industrial land uses in the proposed project to estimate the quantity of wastewater to be treated at the Roseville Regional Wastewater Plant. To determine the peak wet weather flow to be treated, the average dry weather flow is multiplied by a peaking factor of 2.5.

As stated in Section 4.0, Introduction to the Analysis, the light industrial land use designation of the contiguous parcels was evaluated during preparation of the General Plan (1992), and included in the City's traffic model and infrastructure plans. This EIR uses the assumptions of the General Plan EIR including the Light Industrial designation of the contiguous parcels, as the baseline for its environmental analysis. The project includes the extension of Foothills Boulevard, construction of a bike trail and water line through the contiguous parcel's open space. This section comprehensively evaluates the project's proposed land use and zoning changes for the contiguous parcels together with the land use changes associated with the annexation, and the improvements described for both areas. Since the project would re-zone approximately 21 acres of existing light industrial land on the contiguous parcels to open space there could be a slight decrease in the anticipated demand for wastewater service from this area.

Standards of Significance

For the purposes of this EIR, impacts are considered significant if the proposed project would:

- Result in an increased quantity of wastewater exceeding the Placer County SMD #1 or the City's collection, treatment or disposal capacities.

Project-Specific Impacts

Impact 4.8-3: Increased demand on wastewater collection system.
SIGNIFICANCE: Less than significant
MITIGATION MEASURE: None required.

The proposed project would generate 102,400 gpd or 0.1 mgd of wastewater as shown in Table 4.8-5. Wet weather wastewater flows would increase by 0.23 mgd. Wastewater service to the 7-acre parcel north of the Pleasant Grove Creek in the annexation area would be through the Placer County SMD #1, and the approximate 8-acre parcel west of Foothills Boulevard in the City limits (contiguous parcel) would be through the City. The remainder of the project site would also be served by the City. Therefore, 104,000 gpd or 0.1 mgd of wastewater would be conveyed in the City's collection system, and 11,200 gpd or 0.01 mgd would be conveyed in the County's system.

TABLE 4.8-5			
ESTIMATED WASTEWATER DEMAND RATES			
	Amount	Generation Rates	Demand Rates
Light Industrial	64 acres	1,600 gallons/day/acre	102,400 gallons/day/acre
Total:			102,400 gallons per day
SOURCE: EIP Associates, 2000.			

Currently, an existing sewer line that ranges from 36- to 42-inches in diameter traverses the project site and parallels Pleasant Grove Creek. It is anticipated that once the site is annexed to the City, the City and the County wastewater system serving the project site would tie into this existing sewer line. The proposed wastewater collection system would likely consist of 10-inch sewer lines that would adequately serve the proposed project. The applicant would be responsible for upsizing any offsite lines to accommodate this project, if necessary.

The PGWWTP will not be completed until the end of 2002, and would not be able to serve the proposed project until that time. In the interim, wastewater generated by the proposed project would be treated at the Dry Creek WWTP.

Industrial use was assumed to occur in the 92-acre annexation area under the Sunset Industrial Area Plan EIR, and impacts on the County wastewater collection system was found to be adequate to serve the Sunset Industrial Area development. Under the proposed project, only 7 acres would be served by the Placer County SMD #1, which would be less than what was previously assumed to occur.

Because adequate capacity exists within the City's and County's collection system and adequate infrastructure is included as part of the project, the increased demand on the wastewater collection system from the proposed project is considered less than significant.

IMPACT 4.8-4: Increased demand on the wastewater treatment plant.
SIGNIFICANCE: Less than significant
MITIGATION MEASURE: None required.

As shown below in Table 4.8-6, the proposed project would generate an average dry weather flow of 66,560 gpd or 0.07 mgd of wastewater to be treated, and have a peak daily flow of 0.17 mgd.

ESTIMATED WASTEWATER TREATMENT PLANT DEMAND RATES			
	Amount	Generation Rates	Demand Rates
Light Industrial	64 acres	1,040 gallons per day/acre	66,560 gallons per day
Total:			66,650 gallons per day
<small>SOURCE: EIP Associates, 1999.</small>			

The PGWWTP is anticipated to be operational by the end of 2002, and would serve the proposed project at that time. In the interim, wastewater generated by the proposed project through the City and County wastewater distribution systems would be served by the Dry Creek WWTP. As discussed above, Dry Creek WWTP can discharge up to 18 mgd dry weather flow into Dry Creek and 45 mgd wet weather flow under the NPDES permit. Currently, flows average 13 mgd, and peak daily wet weather flows during the last 12 months was 37 mgd. The proposed project would generate an additional 0.07 mgd of wastewater to be treated at the Dry Creek WWTP and a peak daily flow of 0.17 mgd, and would not exceed capacity of the plant. Therefore, the increased demand on the Dry Creek WWTP would be a less-than-significant impact. Because development of light industrial uses was assumed for the project site (annexation area and the contiguous parcels) and it is included within the service area of the PGWWTP, adequate capacity is available to meet the demand of the project. In addition, implementation of the project would not exceed wastewater treatment requirements. Therefore, the increased demand on the PGWWTP would be a less-than-significant impact.

4.8.3.4 MITIGATION MEASURES

None required.

4.8.4 POLICE SERVICES

4.8.4.1 ENVIRONMENTAL SETTING

City of Roseville Police Department

The Roseville Police Department (RPD) provides police protection services to the City of Roseville. The RPD has a force of 86 sworn officers and 55 non-sworn employees headquartered at 1051 Junction Boulevard.⁸ The RPD has a total staff of approximately 140, which includes jail officers and administrative staff.⁹ Operations and patrols are provided out of this central station location on Junction Boulevard which is located approximately three miles from the project area.

Sworn officers are responsible for emergency and law enforcement-related activities. Non-sworn employees are responsible for specific duties including animal control, dispatch, record maintenance, jail management, and clerical tasks. The RPD has a department training plan that ensures all personnel are sufficiently prepared to fulfill their responsibilities.

The RPD has divided the city into three patrol beats and 37 neighborhood areas. Each patrol beat contains between eleven and thirteen neighborhood areas. In addition to routine patrol, traffic enforcement, and responding to calls for service, the RPD assigns a beat officer to each neighborhood area on a long-term basis. Each beat officer monitors his or her assigned area for recurring crime and social disorder problems, helps organize neighborhood groups, attends community meetings, and works with the residents and businesses to solve problems and maintain a high quality of life. The project site is not within a patrol beat and is currently served by the County Sheriffs Department. After the proposed project site is annexed to the City, it would receive a designated neighborhood area number for inclusion in a patrol beat.

The RPD's Neighborhood Policing Unit (NPU) and Youth Services Division are responsible for community-based crime prevention and public education. The NPU administers Neighborhood Watch programs and community relations events. The NPU acts as liaisons between the department and the Roseville Coalition of Neighborhood Associations (RCONA), organizing neighborhood areas and pairing each one with a beat officer. The Youth Services Division assigns police officers to every public elementary, intermediate, and high school in the City. The division administers the DARE (Drug Abuse Resistance Education) program in city elementary schools, and a summer camp for at-risk youth.

The RPD has indicated that flexibility is a key component in the provision of competent police service, and that standard ratios of police officers to population do not define adequacy of protection. Flexibility in service ratios allows the department to better respond to changes in the frequency and nature of crimes in the city. For this reason, the City has not adopted a police-to-population ratio. The current ratio of police to population is approximately 1.17 officers per 1,000 persons. The RPD has also not adopted a formal response time standard, but the current response time is approximately seven minutes or less for an emergency call.¹⁰

Placer County Sheriffs Department

The proposed project site is currently served by the Placer County Sheriff's Department. The Placer County Sheriff's Department is responsible for unincorporated areas immediately adjacent to the city. The Sheriffs Department is currently staffed with 267 sworn and 113 non-sworn personnel, including 162 Deputy Sheriffs.¹¹ The Sheriffs Department does not maintain a designated level of service standard of personnel to residents because of the variation of population and terrain within the county.¹²

The Sheriffs office and detention facility are located in Auburn, on A Avenue and Richardson, respectively. The Sheriffs Department has substations in Tahoe, Auburn, Colfax, Foresthill, Loomis, and Granite Bay. The project area is served by the South Placer Sheriff's Substation, and the project site is served by the substation located on Horseshoe Bar Road in Loomis.¹³ The Sheriff's Department also serves as the County Coroner and serves legal papers on all areas of the county. An interagency coordination program between the RPD and the Placer County Sheriff's Department exists. Roseville has interoperability agreements with the cities of Rocklin and Lincoln to provide 911 and dispatching services in the event of an evacuation or system failure.

4.8.4.2 REGULATORY SETTING

There are no specific federal or State regulations pertaining to police protection that would reduce environmental impacts associated with the proposed project.

Local

City of Roseville General Plan

The City of Roseville General Plan contains goals and policies that are designed to adequately provide police protection to residents. These can be found in Appendix C.

4.8.4.3 IMPACTS

Method of Analysis

The demand for police protection services that would be needed to serve the proposed project is discussed qualitatively. The impact analysis is based on the ability of the Roseville Police Department to adequately serve the proposed project.

As stated in Section 4.0, Introduction to the Analysis, the light industrial land use designation of the contiguous parcels was evaluated during preparation of the General Plan (1992), and included in the City's traffic model and infrastructure plans. This EIR uses the assumptions of the General Plan EIR including the Light Industrial designation of the contiguous parcels, as the baseline for its environmental analysis. This section comprehensively evaluates the project's proposed land use and zoning changes for the contiguous parcels together with the land use changes associated with the annexation, and the improvements described for both areas. Since

the project would re-zone approximately 21 acres of existing light industrial land on the contiguous parcels to open space there could be a slight decrease in the demand for police protection service to this area.

Standards of Significance

For the purposes of this EIR, impacts are considered significant if the proposed project would:

- Result in an increased demand for police protection services which could interfere with the ability of the police department to provide adequate services.

Project-Specific Impacts

IMPACT 4.8-5:	Increased demand for police protection services.
SIGNIFICANCE:	Less than significant
MITIGATION MEASURE:	None required.

As part of the proposed project, annexation of the project site from Placer County to the City of Roseville would occur. At approval of the project, the project site would no longer be served by the Placer County Sheriff's Department; the project site would be served by the RPD.

The proposed project would not result in the need for additional police personnel, because the project would not alter the City's population. However, police services would need to be extended to the project site.

The central police station is located approximately three miles from the project site. The RPD has indicated that the entire project would be adequately served within the standard response time with the extension of Foothills Boulevard. However, Foothills Boulevard does not currently extend to the 7-acre parcel in the annexation area north of Pleasant Grove Creek and to the 8-acre parcel west of Duluth Avenue. On an interim basis, road access to these areas would be through the county. Until Foothills Boulevard is extended, the RPD may not be able to serve these parcels within the standard response time. The RPD has indicated that response times to this portion of the annexation area would range from 5-10 minutes, which would be faster than existing response from the Placer County Sheriff's Department.¹⁴

Revenues generated by sales tax and property tax, and other sources as a result of the project implementation would increase the City's general fund, which would be expected to partially pay for the extension of law enforcement services to the project site. The remaining amount would come from revenues in the City's general fund generated by sales tax and property tax from other development. Until Foothills Boulevard is extended to the northern portion of the project site, RPD may not be able to serve the site within the standard response time. However, response times by the RPD would range from 5-10 minutes, which would be faster than existing response from the Placer County Sheriff's Department. Therefore, this impact is considered to be less than significant.

4.8.4.4 MITIGATION MEASURES

None required.

4.8.5 FIRE PROTECTION SERVICES

4.8.5.1 ENVIRONMENTAL SETTING

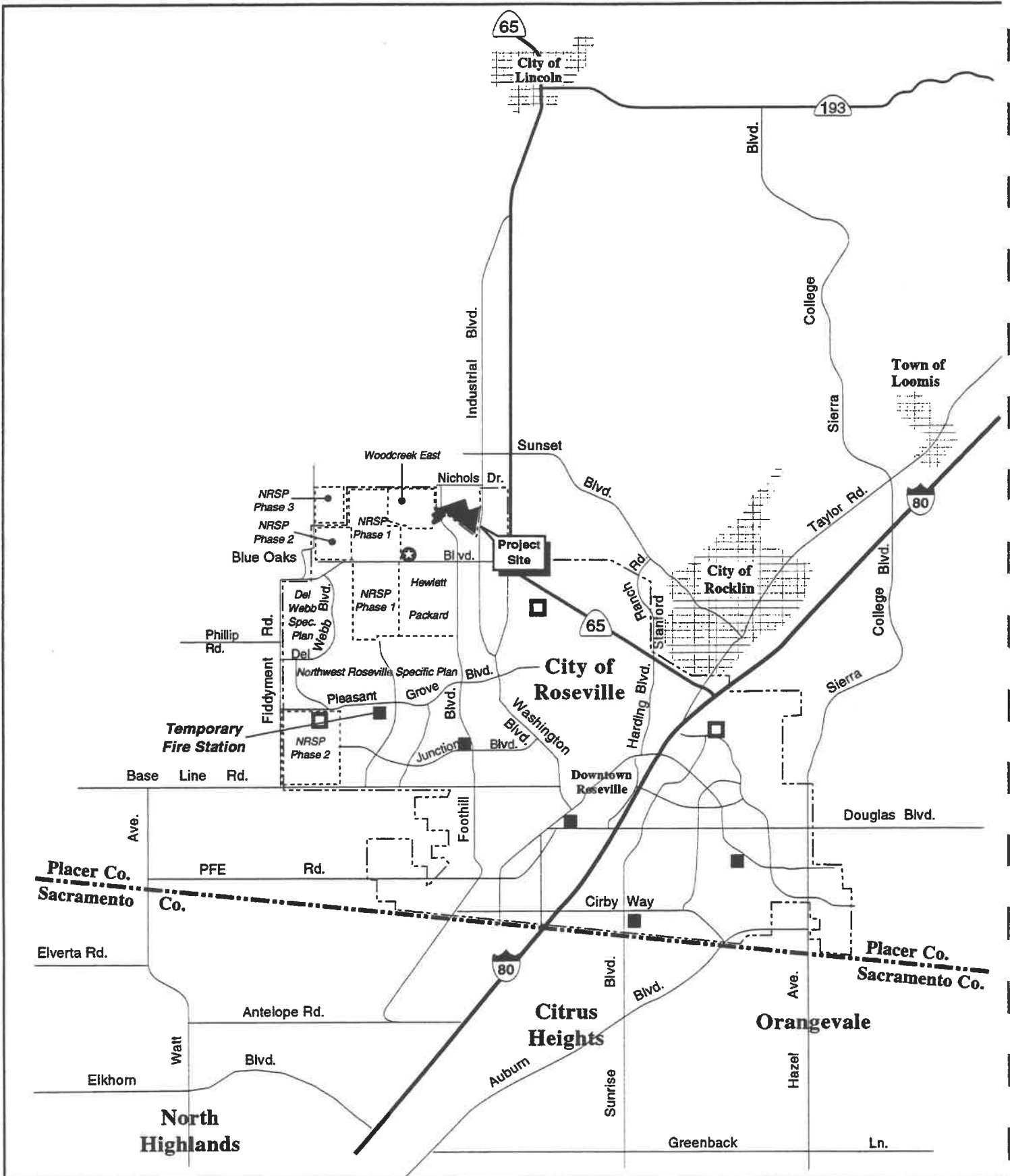
Roseville Fire Department

The Roseville Fire Department (RFD) provides fire protection and suppression services within the City of Roseville. The RFD operates five fire stations serving the City of Roseville with additional stations to be constructed and staffed based on an increase in population. The RFD employs 61 firefighters for emergency response, seven Fire Prevention personnel, and six staff members for administrative support.¹⁵

The RFD does not necessarily associate higher population levels with the need for new fire stations. The RFD uses a risk assessment model in relation to existing fire stations to assess the need for a new station. Large infill development can, for example, be adequately served by an existing, proximate station, while a remote smaller development may require a new facility. The RFD uses four different service standards based on emergency type: (1) provide emergency fire services within four minutes 80 percent of the time; (2) provide basic life support services within four minutes 80 percent of the time; (3) provide advanced life support within four to six minutes 90 percent of the time; and (4) deliver 500 gallons per minute within ten minutes.¹⁶

If annexed to the City, the first responding station to the proposed project site would be the future Blue Oaks Fire Station. The City has purchased a site in the Del Webb Specific Plan area, southwest of the project site, for the proposed station. The RFD also intends to purchase a site east of Blue Oaks Boulevard, halfway between Woodcreek Oaks Boulevard and Foothills Boulevard, as shown in Figure 4.8-3. Although the final decision of the location of the Blue Oaks Fire Station has not been made, RFD has indicated that this is the preferred site. At this time, this station is anticipated to be complete in the year 2003. When constructed, this station would be the first responding. Station No. 6, which is scheduled to be in operation in 2001, would serve as the second responding station to the proposed project. This station would be located on Pleasant Grove Boulevard, south of State Route 65.

The RFD fire department headquarters (Fire Station No. 1) are located at 401 Oak Street and serve the entire City. Fire Station No. 1 maintains a maximum staff of seven firefighters at all times, including a paramedic engine company consisting of a captain, engine driver, and a firefighter/ paramedic.¹⁷ This station also has a truck company that consists of four firefighters at all times. Fire Station 1 also includes a 100-foot ladder truck and a hazardous materials response truck. Other RFD fire stations are located at 1398 Junction Boulevard (Fire Station No. 2), 1300 Cirby Way (Fire Station No. 3), 1900 Eureka Road (Fire Station No. 4), and 1565 Pleasant Grove Boulevard (Fire Station No. 5).¹⁸ Each of these fire stations maintains a staffing level of three firefighters at all times. Each station is equipped with a paramedic engine company and a grassfire engine.¹⁹ The RFD has a mutual aid agreement with surrounding Placer County and Sacramento County fire departments and districts. Fire Station No. 2 would be the first responding station for the project site until Station No. 6 or the future Blue Oaks Fire Station are built.



SOURCE:
EIP Associates,
June 2000.

0 2,000 4,000
Scale in Feet
10358-Regional

- Project Site
- Specific Plan Boundaries
- Roseville City Limits
- Future Fire Stations
- Future Blue Oaks Fire Station (1st Responding Station)
- Other Fire Stations



Figure 4.8-3
Location of Fire Stations

The goal of a four minute response time for emergency fire response and basic life support response is met 80 percent of the time. Fire flow deliveries are being met.²⁰ The standard fire response would include two 3-person engine companies, one 4-person ladder truck company and one chief officer.

The RFD traditionally receives its budget from the City's General Fund. In 1984, to compensate for the City's rapid growth rate, the Fire Service Construction Tax was approved. This tax requires that 0.5 percent of the value of any new construction be collected as part of the building fee and designated for fire suppression and protection. These funds supplement the General Fund and are specifically intended for capital improvements, such as fire stations and fire equipment. None of these funds are allocated to operating expenses, such as salaries or training. The tax would remain in effect until December 2009.

4.8.5.2 REGULATORY SETTING

There are no specific federal or State regulations pertaining to fire protection that would reduce environmental impacts associated with the proposed project.

Local

City of Roseville General Plan

The City of Roseville General Plan contains goals and policies that are designed to adequately provide fire protection to residents, which are found in Appendix C.

4.8.5.3 IMPACTS

Method of Analysis

The impact analysis is based on the ability of the Roseville Fire Department to provide emergency fire services within four minutes 80 percent of the time, provide basic life support services within four minutes 80 percent of the time, provide advanced life support within four to six minutes 90 percent of the time, and deliver 500 gallons per minute within ten minutes.

As stated in Section 4.0, Introduction to the Analysis, the light industrial land use designation of the contiguous parcels was evaluated during preparation of the General Plan (1992), and included in the City's traffic model and infrastructure plans. This EIR uses the assumptions of the General Plan EIR including the Light Industrial designation of the contiguous parcels, as the baseline for its environmental analysis. This EIR comprehensively evaluates the project's proposed land use and zoning changes for the contiguous parcels together with the land use changes associated with the annexation, and the improvements described for both areas. Since the project would re-zone approximately 21 acres of existing light industrial land on the contiguous parcels to open space there could be a slight decrease in the anticipated demand for fire protection service to this area.

Standards of Significance

For the purposes of this EIR, impacts are considered significant if the proposed project would:

- Result in an increased demand for fire protection services which could substantially interfere with the ability of the fire department to provide adequate service.

Project-Specific Impacts

IMPACT 4.8-6:	Increased demand on fire protection services.
SIGNIFICANCE:	Potentially significant
MITIGATION MEASURE:	Mitigation Measure 4.8-3 (Comply with City's Fire Flow standards.)
RESIDUAL SIGNIFICANCE:	Less than significant.

As part of the proposed project, annexation of the project site from Placer County to the City of Roseville would occur. At approval of the project, the project site would be served by the RFD. The first responding station would be the Blue Oaks Fire Station which would be completed by 2003, and Station No. 6 would be the second responding station which would be completed by 2001. Fire Station No. 2 would be the first responding station for the project site until Station No. 6 or the future Blue Oaks Fire Station are built.

The proposed project would result in the need to extend City fire services to the project site. As discussed in the Setting, RFD currently maintains the standard of a four minute response time, 80 percent of the time for fire emergency and basic life support. RFD has indicated that the entire project site would be adequately served within the standard response time with the extension of Foothills Boulevard. However, Foothills Boulevard does not currently extend to two parcels located in the northern portion of the project site, north of Pleasant Grove Creek and west of Duluth Avenue. One parcel is located in the annexation area, and the other is a parcel in the contiguous lands. On an interim basis, road access to this parcel would be through the county. Until Foothills Boulevard is extended, the RFD may not be able to serve these two parcels within the standard response time. However, the proposed structures would contain sprinkler systems and be designed in accordance with the City's Fire Flow standards.²¹ In addition, light industrial uses would not house populations at high risk during a fire (e.g., the ill, elderly).

The applicant would be required to pay the Fire Service Construction Tax, which requires that 0.5 percent of the value of any new construction be collected as part of the building fee and designated for fire suppression and protection. These funds supplement the City's General Fund and are specifically intended for capital improvements. These funds would help provide additional fire protection resources.

Implementation of the Fire Service Construction Tax would help provide additional fire protection resources. Although the two parcels located north of the creek and west of Duluth Avenue may not be served within the standard response time, the proposed structures would contain sprinkler systems. The RFD has indicated that there would not be a substantial delay in serving the project site.

As discussed under Section 4.8.2, Water Supply, the proposed project may obtain water directly from PCWA or SJWD, depending on which option is chosen. Because the City would not provide water to the proposed project, City standards for water pressure may not be met, which could impede the ability of the RFD to serve the site. In addition, the two parcels located north of the creek and west of Duluth Avenue would be served by PCWA and would not be tied into the City's water system under all three of the proposed water supply options. Because it is not known at this time whether adequate water pressure would exist for fire service to the site, this is considered a potentially significant impact.

4.8.5.4 MITIGATION MEASURES

INCREASED DEMAND FOR FIRE PROTECTION SERVICES

Mitigation Measure 4.8-3: Comply with the City's fire flow standards.

Mitigation Measure 4.8-3 applies to Impact 4.8-6.

The developer shall comply with the City's fire flow standards to ensure that regardless of which water purveyor serves the site, adequate water pressure exists. Implementation of this standard would also help reduce this impact to a less-than-significant level.

4.8.6 ELECTRICAL SERVICES

4.8.6.1 ENVIRONMENTAL SETTING

Roseville Electric

Roseville Electric currently serves all development within the City of Roseville limits, and would serve the proposed project. The 1996 electrical demand for the city was approximately 184 megawatts (MW). By the year 2010, the City's electrical demand is expected to rise to 304 MW, which would require additional entitlements of 120 MW to adequately supply the forecast demand in 2010.²²

The City purchases wholesale electrical power and distributes it through transmission and distribution lines. The City is entitled to approximately 187.3 MW. The City purchases power from both the Western Area Power Administration (WAPA) and from other members of the Northern California Power Agency (NCPA), a joint powers agency. WAPA markets power that is generated by the federal government's Central Valley Project. The City's contract, which expires in 2004, is for 69 MW. WAPA entitlement can provide for 38 percent of the city's total capacity and up to 50 percent of the total energy requirement at full allocation (1996). This source is the City's lowest-cost resource. However, WAPA is not expected to increase its electrical output. It is anticipated to meet a smaller percentage of the City's total energy needs as electrical demand continues to increase.

As a member of the NCPA, the City of Roseville has interconnection agreements with Pacific Gas and Electric (PG&E). Besides using PG&E transmission facilities, the City can purchase power from other members and entities. The City uses approximately 118.3 MW of electricity from NCPA sources, which include:

- 27.9 MW from the Calaveras hydroelectric project in Calaveras, Alpine, and Tuolumne Counties;
- an additional 15.2 MW purchased from Palo Alto's Calaveras entitlement (through 2004);
- 2.6 MW out of 110 MW total from Geothermal No. 1 located in the Geysers area of Northern California (the plant capacity will gradually reduce as stream field limitations occur);
- 3.8 MW out of 110 MW total from Geothermal No. 2, also located in the Geysers area (plant capacity will gradually reduce as stream field limitations occur);
- 16.3 MW out of 125 MW from five combustion turbines owned by NCPA, of which two are located in Roseville;
- 20 MW from steam-injected combustion turbine in Lodi, and 18.2 MW from Seattle City Light and 4.5 MW from a reserve sharing agreement; and
- 69 MW from WAPA.

Revenue sources for the City's utility system include electric rates and direct installation fees. These fees are collected as a condition of approval of development projects.

The City currently encourages energy conservation through providing information and

educational programs that encourage conservation. In addition, Title 24 of the Code of Regulations requires the use of energy-efficient appliances in all new development.

Currently, existing underground 12 kilovolt (kV) distribution lines are located along Industrial Avenue. Existing 12 kV and 60 kV overhead distribution lines are located along the City boundary in the northern portion of the project site.

4.8.6.2 REGULATORY SETTING

There are no specific federal or State regulations pertaining to electrical services that would reduce environmental impacts associated with the proposed project.

Local

City of Roseville General Plan

The City of Roseville General Plan contains goals and policies that are designed to adequately provide electrical service, which are found in Appendix C.

4.8.6.3 IMPACTS

Method of Analysis

The average electrical demand for the proposed project is calculated by using 0.0490 MW per year per acre as the electrical demand rate for light industrial uses. The assessment of electricity service is a qualitative review of the existing services available to the project site and a determination of whether they are adequate to serve the needs of the proposed project. Correspondence from Roseville Electric was used to assist in the assessment of existing services.

Standards of Significance

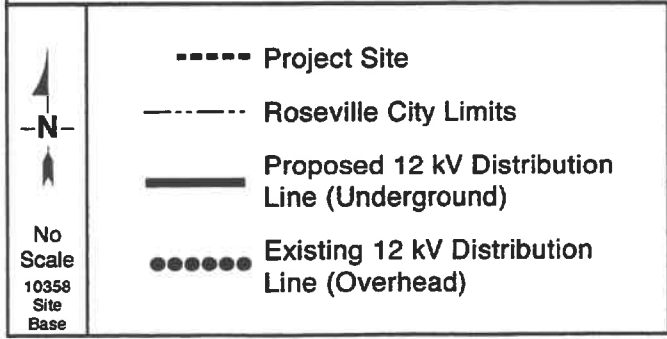
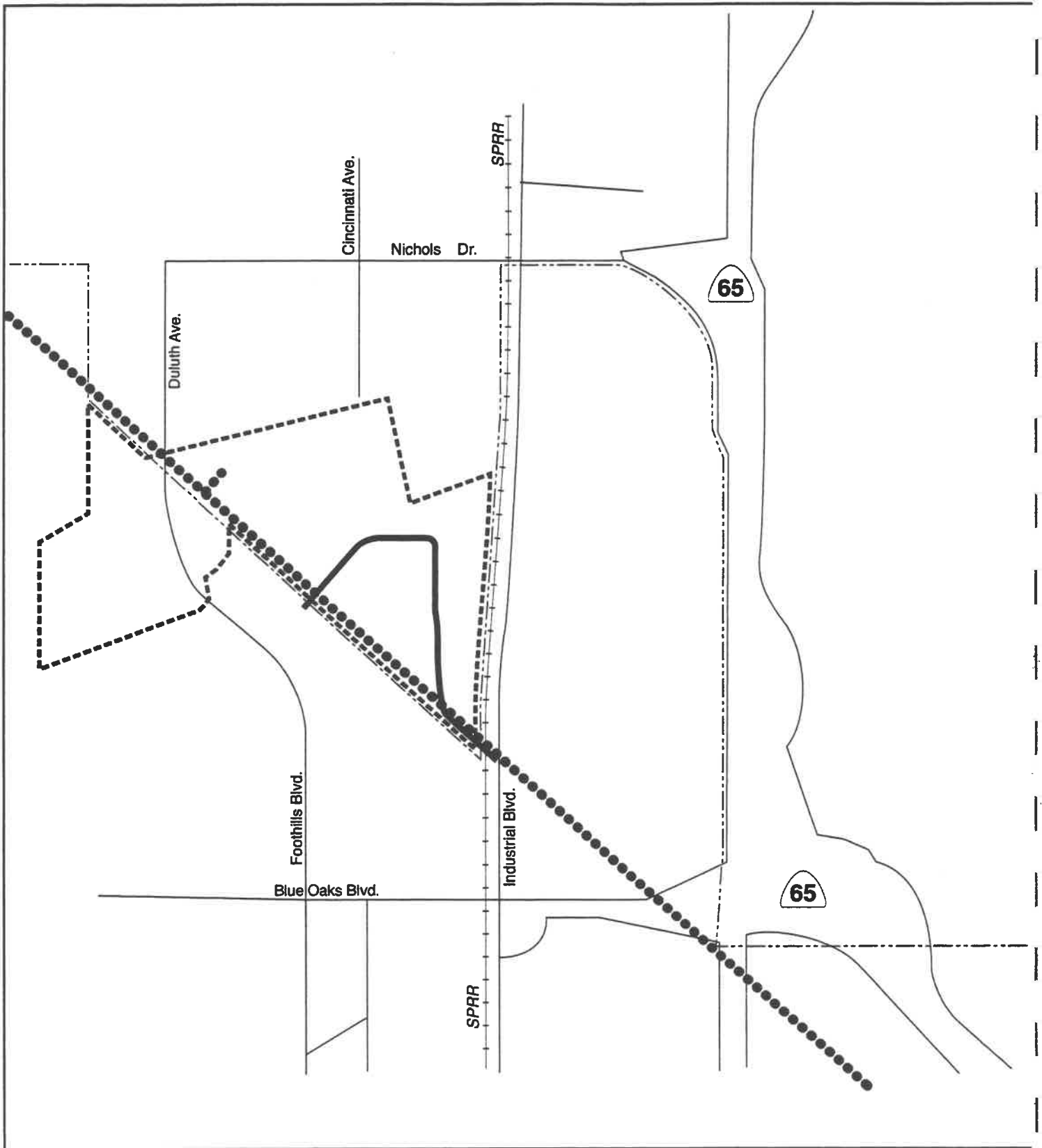
For the purposes of this EIR, impacts are considered significant if the proposed project would:

- Result in an increased demand for electrical services which could substantially interfere with the ability of the utility company to provide adequate service.

Project-Specific Impacts

IMPACT 4.8-7:	Increased demand on electrical services.
SIGNIFICANCE:	Less than significant
MITIGATION MEASURE:	None required.

The proposed project would result in 833,906 square feet of light industrial uses, which would require 4.5 MW per year. Roseville Electric has indicated that electrical service would be provided to the proposed project.²³ As shown in Figure 4.8-4, the northern portion of the project



EIP
 ASSOCIATES

SOURCE: Roseville Electric, EIP Associates, May 2000.

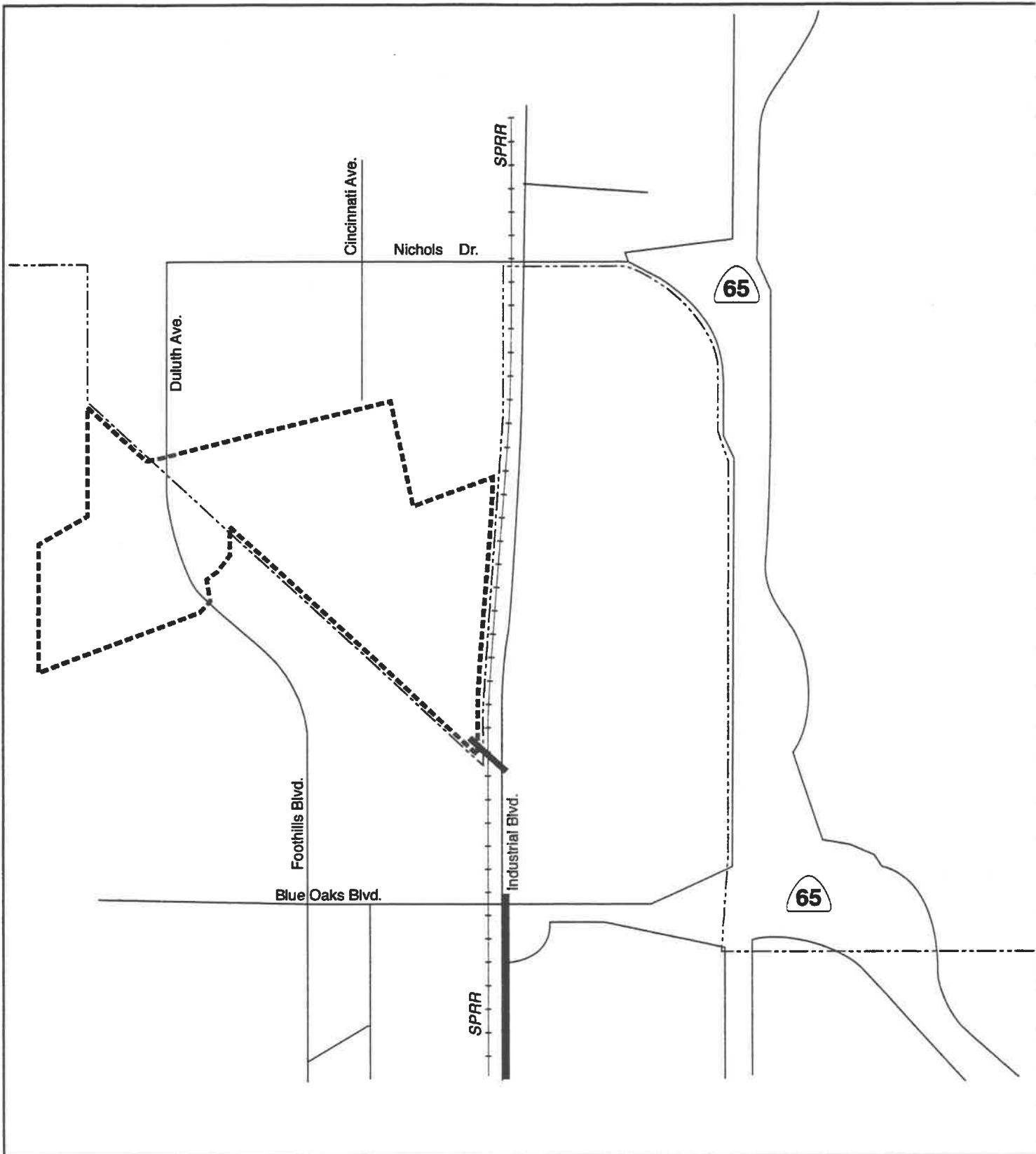
Figure 4.8-4
On-Site Electric Facilities

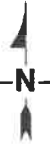
site would be served by existing overhead 12 kV and 60 kV distribution lines located along the City limits. A proposed 12 kV distribution line would be located underground along Winding Creek Road, as shown in Figure 4.8-4. Winding Creek Road would be constructed as part of the proposed project and would be an extension of Foothills Boulevard. The proposed 12 kV distribution line would serve the remainder of the project site. Off-site utilities would include an underground electric line that extends from the southern tip of the project site, and crosses Industrial Avenue as shown in Figure 4.8-5. This distribution line would be approximately 400 feet in length. Another off-site electric line would be located along Industrial Avenue. A portion of this electric line would be approximately 300 feet and be located underground. Another portion of the distribution line would be 2,050 feet in length and would be located overhead.




Because adequate electrical infrastructure would be provided, the Development Agreement between the project applicant and Roseville Electric has been approved, and because Roseville Electric indicates there are adequate electric resources available for this project, the project's impacts related to increased demand on electrical services is less than significant.

4.8.6.4 MITIGATION MEASURES

None required.




 No Scale
 10358
 Site Base

-  Project Site
-  Roseville City Limits
-  Proposed 12 kV Distribution Lines



 SOURCE: Roseville Electric, EIP Associates, May 2000.

Figure 4.8-5
Proposed Off-Site Electric Facilities

ENDNOTES

1. Kelye McKinney, Senior Civil Engineer, City of Roseville Environmental Utilities Department, written communication, September 1999.
2. Placer County Planning Department, Sunset Industrial Area Plan and Redevelopment Plan for the Sunset Industrial Redevelopment Project Area Draft Environmental Impact Report, April 1997.
3. Water Forum Agreement, January 2000.
4. EIP Associates, *City of Roseville Water Treatment Plant Expansion Project and 60-Inch Raw Water Pipeline Project DEIR*, February 1999.
5. EIP Associates, *North Roseville Specific Plan Phase 3 DEIR*, May 2000.
6. EIP Associates, *North Roseville Specific Plan Phase 3 DEIR*, May 2000.
7. EIP Associates, *City of Roseville Water Treatment Plant Expansion Project and 60-Inch Raw Water Pipeline Project DEIR*, February 1999.
8. Gail Smithson, City of Roseville Police Department, Administration, personal communication, June 1999; Linda Cassinelli, Administration, personal communication, July, 1999.
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10. Captain John Barrow, Roseville Police Department, personal communication, August 5, 1999.
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18. Nels Tahti, Administrative Analyst, Roseville Fire Department, personal communication, January 5, 2000.
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21. Terry Sharp, Assistant Fire Chief, Roseville Fire Department, personal communication, March 9, 2000, Nels Tahti, Administrative Analyst, Roseville Fire Department, personal communication, April 7, 2000.
22. City of Roseville, North Roseville Specific Plan Phase 2 DEIR, May 1997.
23. Tim Moore, Roseville Electric, personal communication, April 7, 2000.

4.9 HAZARDS

4.9 HAZARDOUS MATERIALS

4.9.1 INTRODUCTION

This section describes the potential adverse impacts on human health due to exposure to hazards that could result from the development of the proposed Foothill Business Park project. Hazards evaluated include those associated with the adjacent Sunset Industrial sewer and septage ponds, and potential exposure to hazardous materials used, generated, stored, or transported in or immediately adjacent to the project site. Included in the discussion is a summary of applicable hazardous materials laws and regulations and agencies responsible for their implementation. Potential hazards and associated impacts related to airborne emissions or releases of hazardous materials are discussed in Chapter 4.6, Air Quality.

For purposes of this EIR, the term "hazardous materials" refers to both hazardous substances and hazardous wastes. This EIR uses the definition stated in the California Health and Safety Code (CHSC) § 25501:

A hazardous material is any material that, because of its quantity, concentration, or physical, chemical characteristics poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. "Hazardous materials" include, but are not limited to, hazardous substances, hazardous waste, and any material which a handler or the administering agency has a reasonable basis for believing that it would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment.

As discussed in the Initial Study (please see Appendix A), impacts associated with hazards and hazardous materials were all determined to be either less-than-significant or mitigable to a less-than-significant level. However, this section of the EIR further analyzes the potential for uses associated with light industrial activities to affect nearby properties, and the proximity of the Sunset Industrial sewer and septage ponds to the project site.

4.9.2 ENVIRONMENTAL SETTING

The presence of hazardous materials or other safety hazards is a part of everyday urban life that could affect residents, workers, and visitors within and adjacent to the project site. Some of these activities can pose a risk of exposure to people or the environment due to accidental releases, such as spills, or as a result of soil or groundwater contamination related to past uses of properties within and adjacent to the project site. Transportation of hazardous materials through or near the site could also present hazards.

The following section discusses existing and proposed land uses that have the potential to result in accidental releases of hazardous materials or present other health risks and identifies existing hazardous materials management programs applicable to the project site.

Past and Existing Uses

Although the project area is undeveloped, unknown existing or past uses within or adjacent to the site have the potential to contaminate soil or groundwater. If not properly managed, these unknown uses could affect human health during construction activities or planned uses.

Phase I Environmental Site Assessment

Phase I Environmental Site Assessments (ESA) are performed to determine the potential of hazardous materials or contamination from on-site or adjacent sources that could present a risk to the public if not identified or properly managed. The assessments generally include the following:

- review and evaluation of information available from Federal, State and local agencies;
- site reconnaissance of the property and adjacent areas;
- aerial photograph review and historical map review; and
- discussions with State and local agency staff.

The following is a summary of the information from the March 2000 Phase I ESA¹ describing the annexation portion of the project site. A copy of the Phase I ESA is included in Appendix F.

Project Site

The Phase I ESA performed for the proposed annexation area in March 2000 by the Anderson Consulting Group (ACG) determined that since at least 1887, the project site has remained undeveloped. At the time the site reconnaissance was performed by ACG in January 2000, the project site was vegetated with native grasses and a soil patch that had been graded to improve drainage into the adjacent Pleasant Grove Creek. Several discarded household appliances and an abandoned automobile were observed on the project site. The Phase I ESA did not reveal visible evidence of improper disposal or storage of hazardous waste on the site.² However, the investigation revealed possible soil and groundwater conditions in relation to the adjacent Sunset Industrial Septage Ponds.

Sunset Industrial Septage Ponds

The Placer County Department of Public Works operated a facility for the disposal of septage from septic tank pumpings and chemical toilet waste. This facility is located immediately adjacent to the northeastern boundary of the project site. Prior to accepting domestic septage, the facility accepted industrial wastewater; however, the wastewater ponds were closed in 1986. At the facility, septage was discharged to surface impoundments, dried, and later transported to a solid

waste disposal site. The County implemented a groundwater monitoring program in 1994, in accordance with the provisions of Article 5, Chapter 15 of Title 23 (now Title 27) of the California Code of Regulations (CCR), to ensure that sludge constituents were not contaminating groundwater quality. This monitoring activity involved installing five groundwater monitoring wells (MW-1 through MW-5). One well (MW-3) is located adjacent to the northeast corner of the project site.

Groundwater Conditions

In response to the Regional Water Quality Control Board's (RWQCB) Cease and Desist order issued in 1994 (Order No. 94-326), two additional wells (MW-6 and MW-7) were installed at the site. According to RWQCB's project manager for the site, each of the seven monitoring wells have had detectable levels of formaldehyde. The most recent sampling event during the last quarter of 1999 detected formaldehyde below the California State Action Level of 30 micrograms per liter ($\mu\text{g}/\text{L}$). The sewage ponds have not been used since July 1997, and in October 1997, the remaining sewage sludge was excavated and transported off-site for proper disposal. The site is now unused and is surrounded by a chain link fence. Remedial investigations at the sewage pond have been completed, and the RWQCB plans to issue a closure letter for the sewage ponds in 2000. In addition to the historical detections of formaldehyde, groundwater beneath the site has contained detectable levels of metals, as well as nitrate, chloride, sulfate, and total dissolved solids.³ Groundwater at this site is approximately 90-100 feet below ground surface, with perched water near the eastern portion of the site at depths of 20 to 30 feet.⁴ Any construction planned for the project site is not expected to encounter groundwater.

Soil Conditions

As noted in the Phase I ESA, in conjunction with the adjacent Sunset Septage Ponds, a 36-inch concrete pipe was found to be entering the project site at the northernmost property corner. According to Placer County Facility Services, the concrete pipe formerly discharged water from the septage ponds to lower water levels when heavy precipitation threatened to overflow the ponds. This horizontal pipe was observed to connect with a vertical concrete pipe, forming a "T". The horizontal pipe continued west from the vertical pipe, underneath the western berm of the pond, and onto the Foothills Annex property. At the drain outlet of this concrete pipe, no water or soil discoloration was observed; however, it was observed to be draining into a man-made ditch leading into Pleasant Grove Creek. A second six-inch PVC pipe was observed to be leading away from the septage ponds into Pleasant Grove Creek. It is possible that soil in the vicinity of these former discharge points and soil in the creek bed contain formaldehyde and/or metals originating from the septage ponds. If present, however, it is unlikely that the contaminants have migrated laterally through the soil beneath the portion of the Foothills Annex site south of Pleasant Grove Creek.⁵

North of Pleasant Grove Creek, the project site abuts the septage ponds along the western border of the ponds. Since formaldehyde and metals have been detected in soil and groundwater at the septage ponds, it is possible that soil at the project site located adjacent to the septage ponds and north of Pleasant Grove Creek has been affected.

Other Facilities in the Vicinity of the Project Site

Several facilities outside the project site involve operations in which hazardous materials are used or could be present. There is little likelihood that a release from these facilities would affect the proposed project site because of the regulations and policies with which they are expected to comply. Nonetheless, such facilities are important in the context of evaluating cumulative impacts associated with project development.

Existing manufacturing facilities, such as Hewlett-Packard and NEC Electronics Inc., which are located approximately one-half mile south of the project site, must comply with State and local laws governing hazardous materials use, storage, inventory and reporting, transportation, and disposal. NEC is one of the larger facilities in this area. According to Roseville Fire Department records, NEC stores small quantities of a number of hazardous materials and is listed as a large-quantity generator on the Resource Conservation and Recovery Act (RCRA) list. Hewlett-Packard is listed as a small-quantity generator. Acutely hazardous materials at these facilities are kept in environmentally controlled rooms with continuous monitoring.⁶ The Roseville Fire Department regularly inspects these and other facilities using hazardous materials to ensure compliance with applicable hazardous materials regulations.

Transportation of Hazardous Materials Within and Adjacent to the Project Area

Hazardous materials are routinely transported by truck or rail. With few exceptions, Section 31303 of the California Vehicle Code and U.S. Department of Transportation (DOT) regulations prohibit the transportation of hazardous materials through residential neighborhoods and require that hazardous materials be transported via routes with the least overall travel time. The City of Roseville Police Department Traffic Division has designated truck routes upon which hazardous materials may be transported by common carrier through the City to light-industrial facilities (e.g., Hewlett-Packard). Currently, hazardous materials can be transported only on Blue Oaks Boulevard west from State Route 65 and from Foothills Boulevard west on Baseline Road. Hazardous materials may also be transported on State Route 65 or the Union Pacific Railroad line.⁷ Transportation of hazardous materials along any City or State roadways or rail lines is subject to all DOT hazardous materials transportation regulations.

City of Roseville Hazardous Materials Emergency Response

The Roseville Fire Department has developed a Hazardous Materials Emergency Response Plan. The plan describes organizational and operational responsibilities in the event of a hazardous materials emergency, including cleanup and decontamination procedures. As first responders to hazardous material incidents, personnel on each shift are trained to respond to hazardous materials incidents according to standards specified in CCR Title 8, § 5192 (Hazardous Waste Operations and Emergency Response). Through mutual aid agreements, the Roseville Fire Department can also request services from the Placer County Hazardous Materials Response Team in the event of a large-scale incident. The Roseville Fire Department would also provide assistance to the California Highway Patrol (CHP), Office of Emergency Services (OES), and other responding agencies as requested in the event of a hazardous materials spill on State Route 65 or Interstate 80.⁸

The City of Roseville has developed an Emergency Response Plan (Disaster Plan) that follows nationally adopted Incident Command System guidelines. The Emergency Response Plan describes roles and responsibilities during emergencies, operating procedures, equipment, and administrative procedures. Specific evacuation routes are generally not included in emergency response plans, because emergency response procedures and evacuation would need to be determined on a case-by-case basis. Although existing City emergency plans do not indicate specific routes, they have determined that if evacuation in response to a hazardous materials incident in an existing or planned area were needed, evacuees would be directed to areas upwind of the incident. The predominant wind direction is from the south or southwest. Depending on weather conditions, evacuation to the east or west would be the second option. Evacuation to the north would occur only if weather conditions necessitated it. The exact routes and distances would be determined in response to the nature and severity of the incident.⁹

Placer County Hazardous Waste Management Plan

A Hazardous Waste Management Plan (HWMP) was developed in 1988 and adopted in 1989 by Placer County in response to the Tanner Act (AB 2948). In accordance with Tanner Act requirements, the HWMP includes information on current and projected hazardous waste generation in the County, including household hazardous waste, an inventory of contaminated sites and hazardous waste treatment, storage, and disposal (TSD) facilities, and administrative policies and implementation measures. Placer County's plan has not yet been approved by the State because of disagreements over the County's "fair share" policy concerning siting of TSD facilities. The County does not intend to revise and resubmit its plan; however, the plan is updated as needed. The City of Roseville has not taken action on this plan, and no specific General Plan policies have been adopted to address this issue.¹⁰

4.9.3 REGULATORY SETTING

The following discussion summarizes Federal, State, and local regulatory authorities pertaining to hazardous materials management and cleanup.

Federal

Many federal agencies regulate hazardous materials. These include the U.S. Environmental Protection Agency (EPA), the Occupational Safety and Health Administration (OSHA), the Nuclear Regulatory Commission (NRC), and the Department of Transportation (DOT). Applicable federal regulations are contained primarily in Titles 10, 29, 40, and 49 of the Code of Federal Regulations (CFR).

State

The California Environmental Protection Agency (Cal/EPA) and the OES establish regulations governing the use of hazardous materials in the state. The CHP and the California Department of Transportation (Caltrans) are the enforcement agencies for hazardous materials transportation regulations. Chemical suppliers are responsible for complying with all applicable packaging, labeling and shipping regulations.

Within Cal/EPA, the Department of Toxic Substance Control (DTSC) has primary regulatory responsibility. Enforcement of regulations has been delegated to local jurisdictions that enter into agreements with DTSC for the generation, transport and disposal of hazardous materials under the authority of the Hazardous Waste Control Law (HWCL).

State regulations applicable to hazardous materials are contained primarily in Title 26 of the CCR. Title 26 of the CCR is a compilation of those sections or titles of the CCR that are applicable to hazardous materials management. The State Water Resources Control Board (SWRCB) and the RWQCB regulate surface and groundwater quality according to the provisions of the Porter-Cologne Water Quality Act, the Toxic Pits Cleanup Act, Underground Tank Law, and Clean Water Act.

Local

Placer County and the City of Roseville are responsible for enforcing many State regulations governing hazardous materials management, including waste generation, minimization, and storage, and underground storage tanks (USTs).

Placer County

The Placer County Department of Health and Medical Services, Environmental Health Division (PCDEH), regulates the use, storage, and disposal of hazardous materials in Placer County by issuing permits, monitoring regulatory compliance, performing inspections, investigating complaints, and other enforcement activities. PCDEH also reviews technical aspects of hazardous waste site cleanups, and mitigation of certain contaminated sites resulting from leaking USTs.

Other County offices also perform hazardous material management activities. The Placer County Office of Emergency Services (PCOES) maintains an inventory of hazardous materials in the county and provides emergency planning and response services in conjunction with the City of Roseville Fire Department. Application of pesticides is regulated, monitored, and enforced by the Placer County Agricultural Commissioner. Air quality is regulated, monitored, and enforced by the Placer County Air Pollution Control District (PCAPCD).

City of Roseville

The City of Roseville Fire Department is responsible for enforcing UST regulations, which include issuing permits for tank use and removal and annual inspections. The Fire Department also oversees cleanup of soil contamination related to leaking USTs in cooperation with the County and the RWQCB. As described above, the Roseville Fire Department also inspects and monitors facilities required to comply with federal and State hazardous materials inventory and reporting regulations and provides emergency response in the event of an incident involving hazardous materials.

The City of Roseville's Environmental Utilities Department is responsible for ensuring compliance with the Source Reduction and Recovery Element (SRRE) provisions of the Integrated Waste Management Act (AB 939), which includes guidelines for the management of household hazardous waste.

4.9.4 IMPACTS

As stated earlier, the impacts of the proposed project are measured against existing conditions, which are primarily undeveloped grasslands, creeks and riparian areas.

Method of Analysis

For purposes of this analysis, the typical use of hazardous materials and their effects were qualitatively assessed through review and evaluation of available documents that identified potential contaminants and hazardous materials users that could be allowed under the city's light industrial zoning designation. Information regarding hazardous materials use, emergency planning, and transportation was obtained from agency files and discussions with State and local agency staff. City of Roseville planning documents were reviewed to qualitatively assess the potential for hazardous materials use and accidents in future development and at industrial uses adjacent to the project area.

In determining the level of significance, the analysis assumes that the proposed project would comply with relevant ordinances and regulations. Therefore, such policies, ordinances and standards are not identified as mitigation measures.

Standards of Significance

For the purposes of this EIR, an impact is considered significant if the proposed project would:

- Result in potential exposure of people to contaminated soil or groundwater; or
- Exceed health standards, and thus pose an unacceptable health hazard to people associated with the use, production, storage, transportation, or disposal of hazardous materials.

IMPACT 4.9-1:	Increased potential for accidental release or spill of hazardous materials.
SIGNIFICANCE:	Less than significant
MITIGATION MEASURE:	None required.

Exposure of construction workers or site occupants to hazardous materials could occur in the following manner:

- improper handling or use of hazardous materials or hazardous wastes during construction or operation of the project, particularly by untrained personnel;
- transportation accident;
- environmentally unsound disposal methods; or
- fire, explosion or other emergencies.

Hazardous materials would be used in varying amounts during construction and operation of the proposed project. Construction workers and future site residents could be exposed to hazards associated with accidental releases of hazardous materials, which could result in adverse health

effects. The types and amounts of hazardous materials would vary according to the nature of the activity; therefore, the specific hazardous materials and amounts that would be on site or transported cannot be determined at this time. In some cases, it is the *type* of hazardous material that is potentially hazardous; in others, it is the *amount* of hazardous material that could present a hazard. Planned development activities and the types of hazardous materials that could be present at the project area are described below.

The Roseville General Plan contains the following policies intended to ensure that facilities comply with applicable hazardous materials regulations and commits the City to maintaining compatibility between facilities that use hazardous materials and surrounding land uses to ensure public safety.

- SE-1. Require the disclosure of the use and storage of hazardous materials in existing and proposed industrial and commercial activities, and siting of hazardous waste disposal facilities, in accordance with Placer County guidelines and State law.
- SE-5. Pursue the implementation of a permit program for hazardous materials users that are required to submit "long form" Hazardous Material Management Plan, pursuant to State law.

The hazardous materials disclosure provisions of General Plan Policy SE-1 are intended to ensure that preventative steps are taken to minimize the occurrence of hazardous materials incidents and to establish response procedures should such incidents occur. For example, new light-industrial and some commercial businesses would be required to submit lists of hazardous materials in their facilities, prepare plans for managing these materials pursuant to applicable laws and regulations, and prepare plans for mitigating releases. This information would enable the Roseville and Placer County Fire Departments to provide an adequate response. The permit fee component of Policy SE-5 would allow the Roseville Fire Department to recover costs associated with administering this program.

The proposed project includes construction of light industrial facilities, consisting of a mixture of office and warehouse/showroom space. Potential occupants of the facilities could include high-tech assembly companies or construction material distribution companies.¹¹ According to Roseville Fire Department personnel and a review of available information, hazardous-materials-related incidents, such as an inadvertent release of material, have been minimal at nearby facilities. Where there was a release, facility operators corrected the situation to minimize the potential for a repeat occurrence. It is probable that the project's facilities would have similar, minor problems with inadvertent releases.¹² Because facilities under the proposed project would comply with applicable laws and regulations, and that the Roseville Fire Department would continue to perform inspections and enforce hazardous materials use and storage requirements, the likelihood of a release from new facilities that could result in adverse health effects would be minimal.

Hazardous Materials Transportation in the Project Area

Hazardous materials would be delivered to the project area for various purposes, as described above. Because Federal and State regulations allow such activities, and existing roads within and adjacent to the project area are not approved for through transportation, this is considered a less-than-significant impact.

Hazardous Materials Emergency Response

Although small, the use of hazardous materials within the project area could require additional emergency response capabilities compared to existing conditions. According to the Roseville General Plan, Section VIII (Safety Element), targeted response times have not been met consistently, and there is a need for additional fire service. As described in Section 4.8, Public Services and Utilities, a permanent fire station would be constructed near the project site. The Roseville Fire Department has not determined the exact location of this new permanent fire station. Regardless of where the station is located permanently, adequate fire protection services would be provided to the project site.

The Roseville Fire Department's hazardous materials response protocols, and operational and administrative procedures contained in the Emergency Plan, would be important in safely managing a hazardous materials incident involving the project area.

Implementation of existing General Plan policies, and compliance with applicable Federal and State laws and regulations and Fire Department Guidelines, would reduce impacts associated with the use, storage, and transportation of hazardous materials in the project area to a less-than-significant level.

IMPACT 4.9-2:	Existing or unknown hazards related to past uses within or adjacent to the project area.
SIGNIFICANCE:	Potentially significant
MITIGATION MEASURE:	4.9-1 (Remediate site hazards, if discovered.)
RESIDUAL SIGNIFICANCE:	Less than significant.

The Phase I ESA did not reveal visible evidence of improper disposal or storage of hazardous waste in association with historical or present uses of the site¹³. The adjacent Sunset Industrial septage ponds are the only known off-site and adjacent location that could potentially pose a hazards-related problem to the project site. Groundwater has been investigated at the sewage ponds for formaldehyde contamination, however, contaminant concentrations during the last quarter of 1999 did not detect formaldehyde in excess of its California State Action Limit. Groundwater in the vicinity of the project site and the sewage ponds is approximately 90-100 feet below ground surface. Any construction planned for the project site is not anticipated to encounter groundwater. The ponds have not been used since July 1997, and all remaining sewage sludge was removed in October 1997. A formal closure statement for the sewage ponds is scheduled to be issued by the RWQCB in 2000.¹⁴ Closure plans are anticipated to include site grading and removal of all associated piping and subsurface utilities.

It is possible that soil in the vicinity of former discharge points from the septage ponds, soil adjacent to the former septage ponds, and soil in Pleasant Grove Creek contains contamination originating from the ponds. According to the Phase I ESA prepared for the project site, future use of the project site will determine whether soil sampling should be conducted.

In addition, it is possible that not all septic tanks, wells, or other underground storage devices have been identified at the project site or on adjacent properties, and during construction activities unknown hazardous materials could be encountered. Underground storage devices or other

unknown hazards could have been installed prior to permitting requirements, or additional information could have become available in agency files or databases since the Phase I ESA was performed. Therefore, the discovery of unknown hazards is considered to be a potentially significant impact. However, implementation of Mitigation Measure 4.9-1, which requires proper investigation and remediation of contaminated sites in the project area, if any are discovered, would reduce this impact to a less-than-significant level.

4.9.5 MITIGATION MEASURES

UNKNOWN HAZARDS RELATED TO PAST USES

Mitigation Measure 4.9-1: Remediate site hazards, if discovered.

Mitigation Measure 4.9-1 applies to Impact 4.9-2.

If evidence of soil contamination or other evidence of hazardous materials is encountered during construction activities, work shall cease until the area can be tested, and, if necessary, remediated. As part of this process, the City shall ensure that any necessary investigation and/or remediation activities conducted in the project area are coordinated with Roseville Fire Department, Placer County Division of Environmental Health, and, if needed, other appropriate state agencies. Once the site is remediated, construction can continue. The City shall also continue to update its records concerning contamination or hazards that may be present at facilities or sites adjacent to the project area, and take necessary action to ensure that the health and safety of the public is protected.

ENDNOTES

1. Anderson Consulting Group, *Phase I Environmental Site Assessment: Phase I Update - Foothills Annex*, March 2000.
2. Anderson Consulting Group, *Phase I Environmental Site Assessment: Phase I Update - Foothills Annex*, March 2000.
3. Bill Brattain, Project Manager, Regional Water Quality Control Board, personal communication, March 8 and March 14, 2000.
4. Anderson Consulting Group, *Phase I Environmental Site Assessment: Phase I Update - Foothills Annex*, March 2000.
5. Anderson Consulting Group, *Phase I Environmental Site Assessment: Phase I Update - Foothills Annex*, March 2000.
6. EIP Associates, *North Roseville Specific Plan, Draft Environmental Impact Report*, May 1997.
7. Terry Sharp, Roseville Fire Department, personal communication, March 13, 2000.
8. EIP Associates, *North Roseville Specific Plan, Draft Environmental Impact Report*, May 1997, confirmed by personal communication on March 13, 2000, with Terry Sharp, Roseville Fire Department.
9. Terry Sharp, Roseville Fire Department, personal communication, March 13, 2000:
10. EIP Associates, *North Roseville Specific Plan, Draft Environmental Impact Report*, May 1997.
11. Katie Shardt, Land Use Consultant, personal communication, March 13, 2000.
12. Terry Sharp, Roseville Fire Department, personal communication, March 13, 2000.
13. Anderson Consulting Group, *Phase I Environmental Site Assessment: Phase I Update - Foothills Annex*, March 2000.
14. Bill Brattain, Project Manager, Regional Water Quality Control Board, personal communication, March 8 and March 13, 2000.

5. OTHER CEQA CONSIDERATIONS

5.0 CEQA CONSIDERATIONS

5.1 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL EFFECTS

Under CEQA, an EIR must analyze the extent to which a project's primary and secondary effects would commit resources to uses that future generations will probably be unable to reverse [CEQA Guidelines Section 15126.2(c); 15127].

Implementation of the proposed project would result in the long-term commitment of resources of the project site to urban land use. The most notable significant irreversible impacts are a reduction in natural vegetation and wildlife communities; alteration of the visual character of the site; increased generation of pollutants, and the short-term commitment of non-renewable and/or slowly renewable natural and energy resources such as lumber and other forest products, mineral resources, and water resources during construction activities. These irreversible impacts, which are, as yet, unavoidable consequences of urban growth, are described in detail in the appropriate sections of this EIR.

5.2 CUMULATIVE IMPACTS

5.2.1 Introduction

CEQA requires that an EIR contain an assessment of the cumulative impacts that could be associated with the proposed project. This assessment involves examining project-related effects on the environment in the context of similar effects that have been caused by past or existing projects, and the anticipated effects of future projects. Even when project-related impacts are individually minor, the cumulative effects of these impacts, in combination with the impacts of other projects, could be significant under CEQA and must be addressed [CEQA Guidelines, § 15130 and 15355(b)].

5.2.2 Development Considered in Cumulative Impact Analysis

The development assumption used for cumulative impact analysis for the proposed project and alternatives includes existing conditions and buildout of the Specific Plan areas through the year 2020, which includes full buildout of the Southeast Roseville Specific Plan, the Northwest Roseville Specific Plan, the Northeast Roseville Specific Plan, the North Central Roseville Specific Plan, the North Roseville Specific Plan (Phases 1, 2 and 3), the Del Webb Specific Plan, Highland Reserve North Specific Plan, the Stoneridge Specific Plan, the North Industrial Area, and Woodcreek East. Also included is the City's Infill Area, and North Industrial Area. Land use assumptions for the cumulative analysis are shown in Table 5-1.

TABLE 5-1
CUMULATIVE YEAR 2020 ASSUMPTIONS

Area	Residential		Non-Residential (1,000 sf (KSF))		
	Single Family (du)	Multi Family (du)	Retail (sq. ft.)	Office (sq. ft.)	Industrial (sq. ft.)
Infill Area	11,145	5,244	4,879.9	2,518.0	14,442.4
North Industrial Area	0	0	260.7	0	6,516.3
North Central Roseville SP	2,266	1,307	4,379.3	2,120.3	108.9
Southeast Roseville SP	1,779	1,549	659.7	1,159.6	0
Northwest Roseville SP	6,617	2,168	1,243.5	557.5	0
Northeast Roseville SP	615	795	2,170.4	4,499.0	0
Del Webb SP	3,110	100	112.5	0	0
Highland Reserve North SP	1,300	470	1,562.7	328.9	0
North Roseville SP (Phase 1)	2,160	665	312.3	306.3	0
North Roseville SP (Phase 2)	1,910	556	99.7	120.2	0
North Roseville SP (Phase 3)	679	0	0	0	0
Stoneridge SP	2,253	629	388.8	142.4	0
Woodcreek East	350	0	0	0	0
Total	34,184	13,483	16,095.5	11,752.2	21,067.6

SOURCE: DKS Associates, 2000.

5.2.3 Cumulative Impact Assessment

Cumulative development would result in cumulative impacts on some resources that would be significant and more severe than impacts caused by the project alone. Significant cumulative impacts would occur for the following: exacerbated flood conditions; decreased water quality; loss of annual grasslands; loss of habitat potentially supporting sensitive plant and animal species on vernal pools; conversion of open space; alteration of existing landscape; increase in traffic volumes; increase in construction emissions; increase in operation emissions; and demand on water supply. Impacts in all areas except flooding and drainage, biological resources, aesthetics and visual quality, transportation and circulation, air quality, and public services are mitigable with the measures identified in Chapter 4. It should be noted that for each of these subject areas, the potential for significant cumulative impacts already exists, regardless of whether or not the proposed project is approved. Nevertheless, the project would contribute to cumulative conditions, creating the cumulative impacts described on the pages that follow.

Land Use

The cumulative context for analyzing the compatibility between land uses is development in and adjacent to the City. No cumulative context exists for annexation of the project site to the City.

Compatibility Between Adjacent Land Uses

Impacts regarding the compatibility of adjacent land uses have been identified within the project site. Future development would likely cause similar impacts. Protections to ensure that adjoining land uses would be compatible are contained within the General Plan, the City's Community Design Guidelines, the City's Noise Ordinance and the Zoning Ordinance (Design Review Permit procedures are contained in the Zoning Ordinance). These protections include proper screening, berming, buffering, building placement, and site access. Future development within the City would be subject to these protections; therefore, significant cumulative impacts regarding conditionally compatible adjacent land uses are not expected to occur.

Flooding and Drainage

The context for the evaluation of potential cumulative impacts on flood conditions and water quality is the Pleasant Grove Creek watershed.

Exacerbated Flood Conditions

Cumulative development in the Roseville area, which includes the Pleasant Grove Creek watershed, would increase the amount of impervious surface cover, which in turn could raise the rate and amount of runoff. Increased runoff to the streams in the watershed would raise the water surface elevation exacerbating flooding conditions. The City of Roseville has developed several flood mitigation programs and maintains several flood control projects within its jurisdiction. Through its Floodplain Designation Policy No.2 and General Plan policies, the City restricts the placement of fill in floodplains and floodways within the City's jurisdiction. Roseville has a flood

alert and early warning system to monitor stream flows and precipitation through a network of computer-linked sensors located in stream channels. When water levels reach critical stages, measures are implemented including portable dikes, traffic diversions, and flood-warning broadcasts.

The City has developed a regional flood control strategy. The strategy includes provisions for construction of a regional stormwater retention facility that would retain stormwater and would mitigate for increased volumes of stormwater. The size of the retention facility and amount of fees to be paid by the developer will be determined by the Drainage Master Plan that is currently being prepared. The plan currently does not assume development of the proposed project. However, the City would require the applicant to update the Drainage Master Plan. The size of the retention facility will be designed in accordance with the conclusion of the Drainage Master Plan (as amended) to adequately mitigate the proposed projects' contribution for stormwater runoff. Future development on the Pleasant Grove Creek watershed would be required to mitigate their contribution to storm water runoff by paying fees toward the regional retention facility or through another method approved by the City of Roseville. Since the City began collecting fees for a retention facility, the Placer County Flood Control District has determined that a regional detention basin may not be the most cost-effective method of providing downstream flood protection. Other flood control measures include project-specific flood controls, purchasing flood easements, floodproofing structures or providing insurance to at-risk property owners. Once specific strategies for flood control are identified by Placer and/or Sutter County, the City may use its fees to participate in those strategies rather than to construct a City retention facility.

The City of Roseville has also initiated the Cirby-Linda-Dry Creek Flood Control Project to provide flood protection for properties in the Nolte future floodplain. The proposed flood protection measures include modifications to sections of the stream courses that would reduce the effects of existing artificial constrictions to increase the channels capacity to carry flood flows through the City. A fee program similar to that for the Pleasant Grove Creek watershed exists for the Dry Creek watershed.

General Plan policies require that individual projects mitigate their contribution of increased surface water flows to minimize the potential for increased on- and off-site flooding. In addition, they require that the City establish programs to manage regional flooding concerns. Increases in flooding are attributed to development not only within the City limits, but in the watershed areas outside of the City limits.

Implementation of General Plan policies and contributions to the regional flood control strategy would reduce site-specific contributions to regional flood levels. However, the City of Roseville cannot fully mitigate flood impacts alone. **Therefore, until a regional flood control plan has been implemented, this would be considered a significant and unavoidable cumulative impact.**

Decreased Water Quality

Cumulative urban development would involve soil-disturbing construction activities such as vegetation removal, grading, and excavation. These soil disturbances would expose soil to wind- and water-generated erosion, possibly at accelerated rates. Therefore, surface runoff would carry increased sediment loads. As previously described, sediment from erosion can have long and short-term water quality effects including increased turbidity, which could result in adverse impacts on fish and wildlife habitat, reduced water pump life due to abrasion, impaired recreation and aesthetic values, and increased flooding hazard due to reduced channel capacity.

Urban development results in increased impervious surfaces which increase the rate and amount of runoff and can alter existing surface water quality. The primary sources of water pollution includes runoff from roadways and parking lots, runoff from landscaping areas, industrial activities (including wastewater treatment plants), accidental spills and illegal dumping. Runoff from roadway and parking lots could contain levels of oil, grease, and heavy metals. Runoff from landscaped areas could contain concentrations of nutrients, i.e. fertilizers and pesticides.

The General Plan contains policies that require that erosion control plans be prepared and approved by the City to reduce water quality impacts during construction activities. The General Plan also requires that urban runoff measures, including BMPs, and buffer areas be implemented as part of individual project development to protect water quality from urban development.

Implementation of General Plan Policies and compliance with applicable State General Permit requirements for storm water runoff would reduce potential degradation of receiving water quality; however, the conveyance of urban pollutants to receiving waters would not be eliminated. Therefore, cumulative water quality impacts would remain significant and unavoidable.

Biological Resources

The cumulative context for the evaluation of potential cumulative impacts on biological resources including habitat areas is based on 2020 Market/Specific Plan Buildout scenarios, which include all the Specific Plan areas and those areas within the City's Sphere of Influence.

Mitigation measures discussed in detail in Chapter 4.3 that would reduce the severity of most project-specific impacts on biological resources to a less-than-significant level. Even with these mitigation measures, a substantial change in habitat conditions would result as a consequence of the area transitioning into an urban environment with cumulative development. Similar impacts would result from other future development. The amount of undeveloped habitat available for wildlife use decreases as development occurs. As the amount of habitat decreases, wildlife species that are incompatible with the urban environment will be displaced.

Significant unavoidable impacts would occur from cumulative development with respect to the loss of annual grasslands, and the loss of habitat potentially supporting sensitive plant and animal species in vernal pools. The General Plan contains numerous policies relating to protection and

enhancement of biological resources including limiting access to sensitive areas. Impacts of cumulative development on biological resources would be reduced with implementation of existing General Plan policies and other existing biological regulatory programs (e.g., 404 permitting, endangered species protection, etc.). Nonetheless, the project would contribute considerably to significant cumulative impacts on biological resources.

Aesthetics and Visual Quality

The cumulative context for the evaluation of potential cumulative impacts on visual quality is the City of Roseville and surrounding area.

The proposed project would contribute to the cumulative loss of open, undeveloped areas. The landscape and visual character of the region is being substantially altered, because much of the land slated for development under the proposed and related projects is currently undeveloped. The conversion of open space and the alteration of the existing landscape would be widespread if all related projects are developed. This is considered a significant cumulative impact.

Transportation and Circulation

Traffic impacts under cumulative conditions is based on a recently developed 2020 Market/Specific Plan Buildout scenario. The transportation system and land use assumed under this scenario is described in this section, followed by a discussion of the transportation impacts of cumulative development with and without the proposed project. For a discussion about the travel demand modeling process, please see Chapter 4.5.

The land use assumptions for the 2020 Market/Specific Plan Buildout scenario are based on the following:

- Full buildout of all residential and non-residential uses in the City's eight specific plans, which are:
 - Northeast Roseville
 - Southeast Roseville
 - North Central Roseville
 - Northwest Roseville
 - North Roseville (Phases 1 and 2)
 - Del Webb
 - Highland Reserve North
 - Stoneridge
- Buildout of North Roseville Phase 3 and Woodcreek East (currently under consideration by the City)
- 2020 market levels in the Infill and North Industrial areas of Roseville prepared by Hausrath Economic Group for the City of Roseville.
- 2020 market levels in the remainder of Placer County based on land use forecast compiled by the Placer County Transportation Planning Agency (PCTPA).

- 2020 market levels in the remainder of the Sacramento region based land use forecasts prepared by the Sacramento Area Council of Governments (SACOG).

Table 5-1 outlines the cumulative condition land use assumptions for each of Roseville's planning areas.

Daily and peak hour traffic volumes were analyzed under Year 2020 Market conditions for roadways throughout the City of Roseville and unincorporated Placer County. Daily traffic volumes associated with this analysis are shown in Figure 5-1. These traffic volumes were estimated by the City's travel demand model. The travel model does not simply add traffic traveling to and from the proposed project to the 2020 - No Project Scenario, but rather redefines the origin and destination of all travel in the region in response to the proposed project.

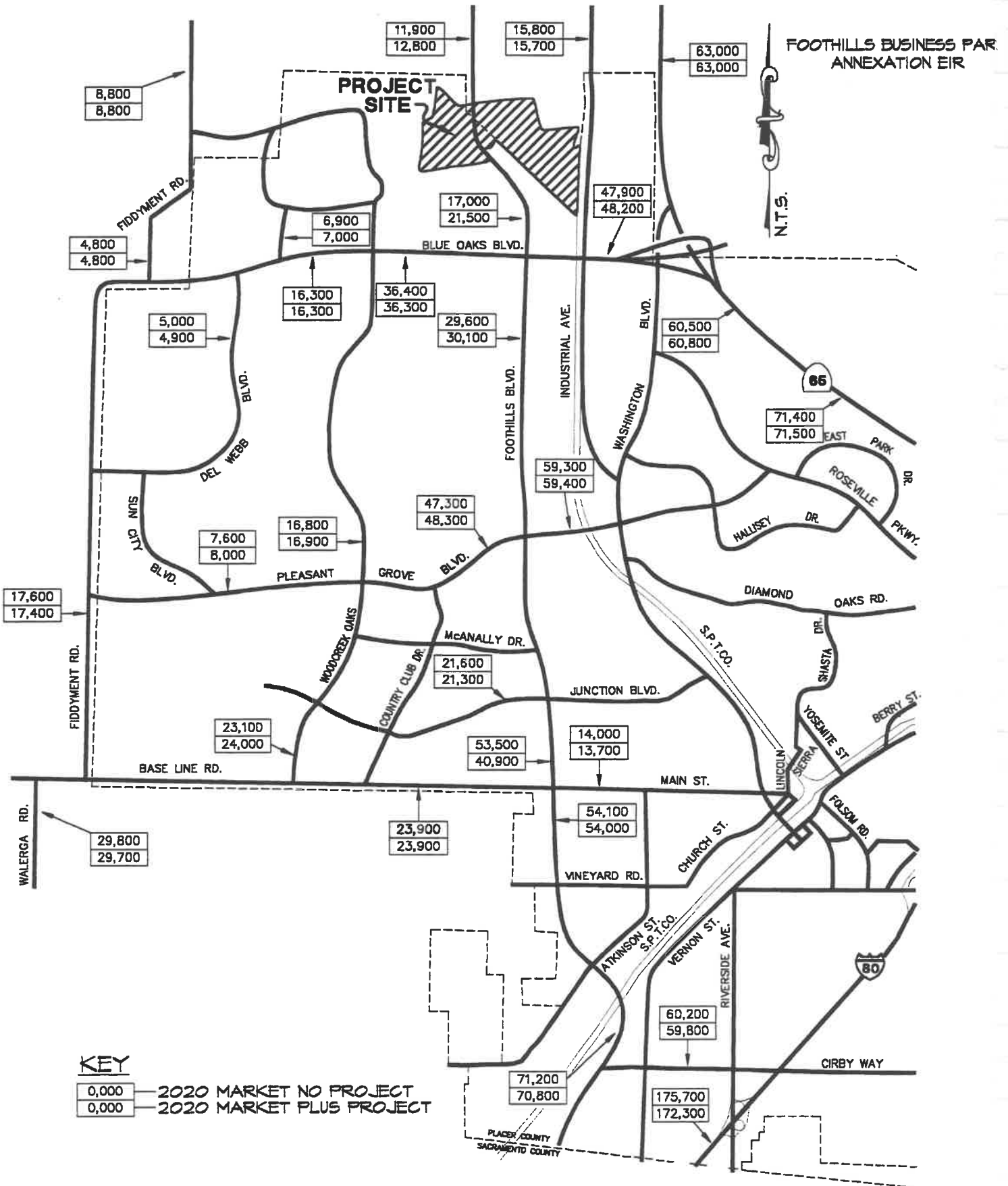
City of Roseville Roadways

A p.m. peak hour intersection analysis was conducted for all major intersections in the City of Roseville. The levels of service at the study intersections in the vicinity of the project and those that experience an impact with the addition of project-generated traffic are shown in Table 5-2. Under this condition, a total of 31 intersections are projected to operate at LOS "D" or worse. However, only those locations which deteriorate from LOS "C" or better to LOS "D" or worse with the addition of project-generated traffic would be considered to have a significant impact. Pursuant to the 2015 CIP Update, intersections that operate at LOS "D", but are located within infill areas or ½ mile of a freeway are acceptable.

The proposed project would increase traffic volumes on City of Roseville roadways under cumulative (Year 2020 Market) conditions. As shown in Table 5-2, the proposed project would cause the following intersections to degrade from LOS "C" or better to LOS "D" or worse:

1. Atkinson Street/Main Street,
2. Roseville Parkway/Eureka Road,
3. Sunrise Avenue/Coloma Way,
4. Washington Boulevard/Junction Boulevard,
5. Woodcreek Oaks/Pleasant Grove Boulevard,
6. Pleasant Grove Boulevard/Fairway Drive,
7. Woodcreek Oaks/Blue Oaks Boulevard,

Because the proposed project would cause these intersections to degrade to LOS "D" or worse, the project's contribution to cumulative traffic impacts is considered significant. The following mitigation measures would reduce the proposed project's contribution to cumulative impacts to a less-than-significant level by improving operations to LOS "C" or better at the affected intersections.



KD Anderson
 Transportation Engineers

DAILY TRAFFIC VOLUMES
 UNDER 2020 MARKET CONDITIONS
 WITH THE PROPOSED PROJECT

TABLE 5-2

**INTERSECTION LEVEL OF SERVICE ANALYSIS
YEAR 2020 SPECIFIC PLAN BUILDOUT
PM PEAK HOUR**

Intersection		2020 No Project		2020 Proposed Project	
North-South St.	East-West St.	LOS	V/C	LOS	V/C
Arkinson St	Main St	C	0.81	D	0.83
I-80 WB On	Atlantic St	B	0.66	B	0.66
Taylor Rd	Eureka Rd	E	0.91	E	0.91
Foothills Blvd	Blue Oaks Blvd	C	0.72	C	0.76
Foothills Blvd	Pleasant Grove	D	0.85	D	0.84
Foothills Blvd	Junction Blvd	E	0.95	E	0.95
Foothills Blvd	Main St	D	0.84	D	0.85
Stanford Ranch	SR-65 NB On	C	0.72	C	0.74
Stanford Ranch	SR-65 SB On	C	0.76	C	0.77
Harding Blvd	Roseville Pkwy	E	0.96	E	0.98
Harding Blvd	Atlantic St	B	0.68	B	0.68
Harding Blvd	Lead Hill Blvd	C	0.78	C	0.78
Harding Blvd	Douglas Blvd	F	1.10	F	1.11
Riverside Ave	Cirby Way	D	0.88	D	0.89
Roseville Pkwy	Eureka Rd	C	0.74	D	0.88
Roseville Pkwy	Douglas Blvd	C	0.80	D	0.83
Sunrise Ave	Coloma Way	C	0.74	D	0.82
Vernon St	Cirby Way	C	0.80	C	0.80
Washington Blvd	Blue Oaks Blvd	D	0.88	D	0.89
Washington Blvd	Roseville Pkwy	D	0.83	D	0.87
Washington Blvd	Industrial Ave	B	0.67	B	0.65
Washington Blvd	Pleasant Grove	E	0.92	E	0.91
Washington Blvd	Diamond Oaks	C	0.73	C	0.74
Washington Blvd	Junction Blvd	C	0.80	D	0.84
Washington Blvd	Main St	E	0.99	F	1.00
Woodcreek Oaks	Baseline Rd	C	0.78	C	0.80
Woodcreek Oaks	Junction Blvd	E	0.91	E	0.98
Woodcreek Oaks	Pleasant Grove	C	0.78	D	0.82
Fiddymnt Rd	Pleasant Grove	B	0.64	B	0.65
Foothills Blvd	Roseville Pkwy	C	0.80	C	0.76
I-80 WB Off	Douglas Blvd	C	0.71	C	0.74
Pleasant Grove	Fairway Dr	C	0.80	D	0.83
Riverside Ave	I-80 WB Off-ramp	C	0.73	C	0.74
SR-65 NB Off	Blue Oaks Blvd	C	0.80	D	0.82
SR 65 NB Off	Pleasant Grove	A	0.59	A	0.58
SR 65 SB Off	Pleasant Grove	A	0.54	A	0.54

TABLE 5-2

**INTERSECTION LEVEL OF SERVICE ANALYSIS
YEAR 2020 SPECIFIC PLAN BUILDOUT
PM PEAK HOUR**

Intersection		2020 No Project		2020 Proposed Project	
North-South St.	East-West St.	LOS	V/C	LOS	V/C
Stanford Ranch	Highlands Dr	C	0.81	D	0.83
Sunrise Ave	Roseville Pkwy	D	0.85	D	0.89
Taylor Rd	Roseville Pkwy	D	0.86	D	0.84
Washington Blvd	Oak St	B	0.63	B	0.62
Woodcreek Oaks	Blue Oaks Blvd	C	0.80	D	0.82
Fiddymnt Rd	Blue Oaks Blvd	A	0.40	A	0.40
Del Webb Blvd	Blue Oaks Blvd	A	0.28	A	0.29
North N-S Coll	Blue Oaks Blvd	B	0.61	B	0.63

SOURCE: DKS Associates and kdANDERSON Transportation Engineers, 2000.

- 5-1 Install an exclusive westbound left turn lane and modify the proposed signal phasing to provide for three phase operations at the Atkinson Street and Main Street intersection. Installation of this improvement would yield LOS "A" ($v/c=0.49$) operations.
- 5-2 Add the third eastbound through lane at the Roseville Parkway/Eureka Road intersection. This lane would need to extend a minimum of 500 feet past the intersection before merging traffic back to two lanes. Installation of this improvement would result in LOS "C" ($v/c=0.74$) operations.
- 5-3 Install a third northbound through lane at the Sunrise Avenue/Coloma Way intersection. This through lane would need to be carried a minimum of 500 feet past the intersection. Installation of this improvement would yield LOS "C" ($v/c=0.71$) conditions.
- 5-4 Provide a third southbound through lane at the Washington Boulevard/Junction Boulevard intersection. This through lane would need to be carried a minimum of 500 feet past the intersection. Installation of this improvement would result in LOS "C" ($v/c=0.72$) operations.
- 5-5 Install a third left turn lane on the westbound approach at the Woodcreek Oaks/Pleasant Grove intersection. Installation of this third left turn lane would also require that an additional receiving lane on Woodcreek Oaks be installed. This improvement is recommended whether or not the project develops as the projected number of left turning vehicles exceeds 1,300 vehicles per hour. Installation of this improvement is projected to yield LOS "B" ($v/c=0.67$) operations.

- 5-6 Provide a third eastbound through lane on Pleasant Grove Boulevard at its intersection with Fairway Drive. This additional through lane would need to be carried a minimum of 500 feet past the intersection. This improvement would result in operations improving to LOS "C" ($v/c=0.76$) operations.

As operations at this intersection are only slightly above the LOS "C/D" threshold (36 vehicles per hour in the critical movements), the City may determine that the cost of installing this improvement out weights the benefits.

- 5-7 Provide dual left turn lanes on the westbound approach at the Woodcreek Oaks/Blue Oaks Boulevard intersection. Installation of this improvement would yield LOS "B" ($v/c=0.67$) operations.

Cumulative impacts related to transportation are anticipated to be significant with or without implementation of the proposed project.

Air Quality

The cumulative air quality context is the Sacramento Valley Air Basin.

Construction Emissions

Cumulative development would result in multiple construction projects occurring at the same time. Emissions from project-related earth-moving activities, heavy equipment operations, construction worker commutes, and other construction-related activities (including paving roads and parking lots and painting buildings) could include reactive organic gases, nitrogen oxides, and particulate matter in excess of significance thresholds. Therefore, during construction, the combined emissions of simultaneous construction projects would also be expected to exceed significance thresholds. The project would contribute to these cumulative impacts on a temporary basis. The Air Quality Element of the City of Roseville's General Plan contains provisions related to controlling construction emissions. These controls are intended to reduce construction-related impacts. Implementing Mitigation Measure 4.6-1 would also alleviate the project's contribution to cumulative impacts. Nevertheless, the cumulative impact of multiple construction projects occurring at once would likely be significant.

Operational Emissions

The proposed project would contribute to cumulative emissions of ozone precursors (i.e., reactive organic gases and nitrogen oxides) and particulate matter from automobiles and other mobile sources. Vehicles are substantial sources of reactive organic gases and nitrogen oxides. Criteria air pollutants are addressed in regional and county air quality plans, but current growth forecasts for the Roseville area are now higher than expected when the existing plans were prepared.

Because the City of Roseville is currently designated nonattainment for ozone and PM₁₀, the proposed project, in combination with other development in the region, would make it more difficult for the region to attain the federal and state ambient air quality standards. The City of Roseville's General Plan contains goals and policies intended to minimize air quality impacts. Compliance with the City's Transportation Systems Management Ordinance and implementation of Mitigation Measures 4.6-2 would also help to reduce this impact. However, these measures would not be expected to avoid a significant cumulative impact on regional air quality resulting from the combined effects of the current amount of growth forecast for the region.

Background carbon monoxide concentrations in the Roseville area are relatively low compared to the established concentration standards. The highest 1-hour and 8-hour concentrations measured at nearby California Air Resources Board monitoring stations during the last three years were 11.7 ppm and 7.3 ppm. (The standards are 20 ppm and 9 ppm.) By itself, the project would not cause local carbon monoxide concentrations at any study intersection to exceed the standards. Cumulative development in the Roseville area could, however, increase traffic at some of the intersections affected by the project. However, improvements in the engine efficiencies of new vehicles and the eventual retirement of older, more polluting vehicles would tend to offset increases in carbon monoxide emissions due to cumulative traffic increases. The CALINE89 model has been used for some intersections for the year 2020 in the Roseville area that are projected to operate at LOS "E" and "F" under cumulative conditions. As shown in Table 5-3, the results demonstrate that local carbon monoxide levels at these intersections would not exceed significance standards. Therefore, cumulative carbon monoxide emissions at Roseville area intersections would not be expected to result in a significant cumulative impact.

Noise

Construction

Construction activities would temporarily increase noise levels due to earthmoving, materials handling, stationary and impact equipment, and vehicles, which would generate noise during site clearing, excavation, grading, general building, roadway, and pipeline construction. The magnitude of the impact would depend on the type of construction activity, the noise level associated with each piece of construction equipment, the duration of construction activities, the presence or absence of noise barriers, and the distance between the source of the noise and receptors. Modeling was performed and noise levels were calculated for four locations, 10, 50, 100 and 500 feet from the construction area. Noise levels at the nearest residence would not be expected to exceed 70 dBA. This is assuming that there is direct line-of-sight between the noise sources and the exterior receptor. Noise levels for receptors inside buildings with the windows closed would be about 20-25 dBA lower. Compliance with the City Noise Ordinance, which limits construction to daytime hours, would also reduce noise impacts. Therefore, construction noise is considered a less-than-significant cumulative impact.

Operational

Operation of the proposed project could produce loud noise levels from various machinery, pumps, and other stationary and mobile equipment. However, the closest sensitive receptor to

TABLE 5-3
CUMULATIVE
LOCAL CARBON MONOXIDE CONCENTRATIONS AT SELECTED
INTERSECTIONS

Intersection - Location	Maximum Carbon Monoxide Concentration (ppm) ¹		
	Ambient Air Quality Standard (ppm) ²	Without Project (2020)	With Project (2020)
1 - Harding Blvd. / Douglas Blvd.	1-hour: 20	12.8	12.9
	8-hour: 9	8.1	8.2
2 - Sunrise Ave. / Cirby Way	1-hour: 20	13.5	13.3
	8-hour: 9	7.7	7.6
3 - Washington Blvd. / Main St.	1-hour: 20	10.3	10.4
	8-hour: 9	6.3	6.3
4 - Lincoln St. / Vernon St.	1-hour: 20	10.3	10.7
	8-hour: 9	6.0	6.3

Notes:
NA Not Available.
1. Total concentrations are based on CALINE89 output with background ambient CO concentrations of 5.7 ppm for a 1-hour averaging time and 3.61 ppm for an 8-hour averaging time. Actual future background concentrations would be expected to be less as motor vehicle emissions continue to be better controlled.
2. The California one-hour standard is 20 ppm, and the California and federal eight-hour standard is 9 ppm.

SOURCE: EIP Associates, 2000.

the project site is a recently-approved 350-unit residential project located approximately 1,000 feet west of the project site. Due to this distance of the residential uses and the proposed project, it is not anticipated that noise levels would exceed acceptable levels at residential areas. In addition, the proposed project would be required to comply with the City's Noise Ordinance, which limits noise levels from stationary sources proposed under this project. Therefore, operational noise is considered a less-than-significant cumulative impact.

Public Services and Utilities

The cumulative context for public services and utilities is development assumed through the year 2020 assuming buildout of the Specific Plan areas, since the City would provide public services and utilities for cumulative development, including the proposed project.

Water

The project site is currently located within Placer County and in the City of Roseville. Annexation of 92 acres to the City, is part of the proposed project. Since the City or another water purveyor would provide water to the proposed project, the cumulative context for water supply is development assumed through year 2020 assuming buildout of the Specific Plan areas. As previously discussed, it is not known at this time whether PCWA or SJWD would provide water for the proposed project. However, PCWA would serve the two parcels north of Pleasant

Grove Creek and west of Duluth Avenue regardless of whether PCWA or SJWD provides water for the remainder of the site. Cumulative impacts of all options are discussed.

Water Supply

Water would be supplied to the site by one of two participants of the Water Forum Proposal. PCWA has entitlements of 35,500 af/yr during normal and dry water years. In drier years, PCWA would replace water to the American River from reoperation of the Middle Fork Project reservoirs. SJWD has entitlements to 82,200 af/yr during a normal water year. In drier years, SJWD will reduce diversion by up to 28,000 af/yr by relying more on groundwater and increased conservation as agreed upon in the Water Forum Agreement. The proposed project would require approximately 192 af/yr of water, increasing the cumulative water demand to 55,092 af/yr at buildout. Mitigation measures have been identified to reduce the water demand of this project to a level below that committed through the Water Forum Process. The proposed project's increase in water demand is small and would not be considered significant. In addition, cumulative water demand would be less than the allowed diversions of water under the Water Forum Agreement.

PCWA or SJWD would provide water for the site and have adequate supply; however, the sources of Roseville's water (e.g., Folsom Lake) are shared with other communities and cumulative water demands of related projects would be substantial. General Plan policies require the provision of adequate supplies, as well as the identification of new supplies. The implementation of these policies would ensure that adequate supplies are available to serve specific new development projects in the City prior to their approval. However, other important factors affect water supply independent of policies, such as drought conditions and demands from other entitled water users. This would be true whether the project is supplied by PCWA or SJWD. **Therefore, the implementation of the proposed project, in conjunction with other regional development, is considered a potentially significant and unavoidable cumulative impact on water supplies.**

Water Treatment Capacity

The proposed project would, in conjunction with other development through the year 2020, result in a substantial increase in demand for water treatment. Under Option 2 or 3, water provided by PCWA or SJWD would be treated at the City's treatment plant which currently has a capacity 48 mgd. A 12 mgd water treatment plant expansion was approved in July of 1999, and is scheduled to be completed by 2001 to provide treatment capacity of 60 mgd. A second expansion of 15 mgd would be implemented sometime after 2001, bringing a total treatment capacity to 75 mgd.

Buildout by 2020, excluding the proposed project, would result in a maximum daily water demand of 92 mgd, which would exceed the capacity of the City's existing treatment facility. However, when the demand for water treatment exceeds 75 percent of the water treatment plant capacity, the City Council will evaluate all feasible water treatment options, the maximum use of recycled water, and water conservation measures, prior to a consideration of restricting additional water

service connections. Regardless of whether PCWA or SJWD provides water for the project, PCWA would serve the two parcels north of the creek and west of Duluth Avenue, and water would be treated at the Foothill Water Treatment Plant. Since the 92-acre annexation area was assumed to be developed with industrial uses under the Sunset Area Industrial Plan and only 15 acres now would be served by the Foothill Water Treatment Plant, adequate capacity exists to serve the parcels north of the creek and west of Duluth Avenue. **Because adequate water treatment plant capacity would be available for the proposed project, significant cumulative impacts area not expected to occur to water treatment capacity.**

Water Distribution and Conveyance

The proposed project would, in conjunction with other planned development, result in the need for expansion of the City's water distribution and conveyance system if the water is "wheeled" through the City's conveyance systems under Options 2 and 3. Numerous pipes would require expansion to ensure that adequate pressure, fire flow, and potable water are available to serve the City's residences and business. Implementation of a new 60-inch diameter raw water transmission pipeline from Folsom Dam to the City's water treatment plant has been approved and will be completed in 2001. Presently, the City is entitled to receive 55.4 mgd average day demand of water from the USBR and PCWA and would only divert 54,900 af/yr, but due to limitations in the conveyance system only 42 mgd is available. To assure adequate water is available in the future, the City is in the process of expanding conveyance capacity to 96 mgd, which is currently under construction and nearing completion. This increase in water supply would meet the demand assumed for buildout of the General Plan, and the proposed project would also be adequately accommodated because of the small amount of water (0.17 mgd average day demand) it would generate. The City has determined that planning for expanded pipelines should begin when flow velocities exceed five feet per second. Future development would be required to participate in the Environmental Utilities Department CIP and cost sharing agreements to offset the cost of the required improvements. The City should restrict future development when development would result in velocities of six feet per second or greater. The restrictions should remain in place until such time as developer fees and cost sharing agreements provide adequate funds to cover capital improvements costs for expansion the pipelines. The applicant would either construct a pipeline extension or enter into a service order agreement, and PCWA would then provide any on-site or off-site pipelines or other facilities. As previously discussed, PCWA will serve the two parcels north of the creek and west of Duluth Avenue, regardless of whether PCWA or SJWD serves the remainder of the site. Since the 92-acre annexation area was assumed to be developed with industrial uses under the Sunset Area Industrial Plan and only 15 acres now would be served by the County water distribution and conveyance system, adequate capacity exists. **Because adequate water distribution and conveyance facilities would be provided, significant cumulative impacts on water distribution are not expected to occur.**

Wastewater

The project site is currently located within Placer County, and the City of Roseville. Annexation of a portion of the project site to the City, is part of the proposed project. Since the City would provide the public services and utilities for cumulative development (with the exception of conveyance of wastewater for parcels north of Pleasant Grove Creek), including the proposed project, the cumulative context for wastewater treatment is development assumed through year

2020 assuming buildout of the Specific Plan areas.

Wastewater Treatment

The development of the proposed project would increase wastewater treatment levels by approximately 0.1 mgd. This increase would not exceed the existing capacity of the Roseville Regional Wastewater Treatment Plant on Dry Creek. In addition, the City is planning to expand the wastewater treatment capacity to serve its needs through 2015 by constructing a new wastewater treatment facility along Pleasant Grove Creek in the County west of the current City limits. It is anticipated that this plant will be complete by the end of 2002. As previously discussed, the 7-acre parcel north of the creek would be served by the Placer County SMD #1 and the parcel west of Duluth Avenue would be served by the City. Wastewater flows from these parcels would be treated at the Dry Creek WWTP until the PGCWWTP is operational. Therefore, the proposed project would be adequately served by the new plant. With implementation of the wastewater treatment plant, cumulative demand would be a less-than-significant impact.

Police

Police services are provided based on established service standards and goals reflected in the General Plan. The proposed project and cumulative development would contribute to demand for police services. The expansion of police services is demand-responsive and with the implementation of existing policies and implementation measures, these facilities would continue to be adequately funded and provided based on evolving service goals. In addition, under cumulative conditions, it is anticipated that Foothills Boulevard would be extended, and the RPD would be able to serve the entire project site within the standard response time. Therefore, the cumulative impact on police services would be less than significant.

Fire

Since the City would provide the public services for cumulative development, including the proposed project, the cumulative context for fire protection is development assumed through year 2020 assuming full buildout of all the Specific Plan areas.

Similar to police services, fire services are provided based on established service standards and goals. It is anticipated that Foothills Boulevard would be extended by the year 2020; thus, the entire project site would be served by RFD within four minutes, 80 percent of the time. In addition, cumulative development with the City would be subject to these standards. Given current policies and implementation measures, the cumulative impact on fire services would be considered less than significant.

Electric

The proposed project, along with other cumulative development of other Specific Plans, is expected to increase demand for electricity. The City negotiates for additional electrical power

on an as-needed basis for the City's electrical demands. Suppliers include PG&E, the Western Power Area Administration (WAPA), and the Northern California Power Agency (NCPA), a California Joint powers agency comprised of power suppliers and users. The City is a member of the NCPA.

The City will continue to identify and acquire new sources of energy on an as-needed basis, negotiating on an ongoing basis. This action, coupled with more efficient appliances and energy conservation actions, is sufficient to reduce the cumulative impact to electric service to a less-than-significant level.

Hazardous Materials

The cumulative context for hazardous materials would be all industrial development assumed to occur under the City of Roseville General Plan and the Sunset Industrial Area Plan.

The proposed project, in conjunction with cumulative development in the region, would include areas designated for light-industrial. This type of development would increase the use of hazardous materials within the area, resulting in potential health and safety effects related to hazardous materials use. Associated health and safety risks are generally limited to those individuals using the materials or to persons in the immediate vicinity of the materials. For the most part, potential impacts associated with project development would be confined to the light industrial area. However, cumulative development in the City of Roseville, Rocklin, or South Placer County (e.g., Sunset Industrial Area) could result in more people being exposed to hazardous materials. Implementation of General Plan policies and compliance with applicable hazardous materials management planning laws and regulations would reduce this cumulative impact to a less-than-significant level.

Exposure Due to Increased Hazardous Materials Transportation

Development in the Roseville area, including the project area, would result in a cumulative increase in hazardous materials transportation in the area, which could expose greater numbers of people to increased risks in the event of an inadvertent release or spill.

Stringent regulatory requirements apply to the common carriers that would handle the deliveries and transport of hazardous materials to and from the project area. General Plan Policy SE-3 ensures continued response to incidents occurring on Southern Pacific property. General Plan Policy SE-4 calls for development of specific routes limiting pick-up and delivery of hazardous materials during peak traffic hours. While this policy does not eliminate the potential for truck accidents and resulting spills, it would reduce the frequency of occurrences and would limit the number people that could be exposed. The combination of these measures and compliance with applicable laws and regulations would result in less-than-significant cumulative impacts associated with the transport of hazardous materials within the region.

5.3 GROWTH-INDUCING IMPACTS

To comply with CEQA, a Draft EIR must discuss the ways in which the proposed project will affect economic and commercial growth in the vicinity of the project and how that growth will, in turn, affect the surrounding environment [CEQA Guidelines Section 15126.2(d)]. Under

CEQA, this growth is not to be considered necessarily detrimental, beneficial, or of significant consequence. Induced growth is considered a significant impact only if it directly (or indirectly) affects the ability of agencies to provide needed public services, or if it can be demonstrated that the potential growth, in some other way, significantly affects the environment.

The annexation and development of the project site would directly affect growth in the Roseville area by allowing for the construction of approximately 883,000 square feet of industrial uses, which would generate economic activity that could spur additional growth in the area. In particular the demand for services (for both the industrial operations and for employees personal needs) could be stimulated, as well as demand for housing if the local labor pool cannot supply the industrial uses on the project site.

It should be noted that the project site could be developed with even more intense industrial uses under its current County designation and zoning. If developed at the maximum allowable intensity (approximately 1.37 millions square feet) as part of the Sunset Industrial Area Plan, the project site could be more growth inducing than the proposed project, because the increased development would result in greater economic activity. On the other hand, given the acreage available for development in the Sunset Industrial Area, the project site may not develop as quickly if it remains in the County rather than being annexed to the City.

Implementation of the proposed project would require expansion of the existing infrastructure for water supply, treatment and collection, utilities and roadways to the project site. Expansion of existing infrastructure would remove obstacles to growth in the unincorporated area of the county to the north of the project site. In particular, the extension of Foothills Boulevard would provide vehicular access from the City to the area immediately north of the project site. Under both the City and County General Plans, the extension of Foothills Boulevard is planned to occur whether or not the project site is developed. By creating an immediate need, the proposed project could accelerate the extension of the roadway, thereby accelerating development of the southern portion of the Sunset Industrial Area.

In summary, the proposed project is designated for similar land uses under the County General Plan as part of the Sunset Industrial Area. Therefore, the proposed project would likely accelerate growth that is planned, rather than inducing growth that would not occur without the project.

5.4 SIGNIFICANT AND UNAVOIDABLE ADVERSE IMPACTS

The potential environmental impacts that would result from implementation of the proposed project are summarized in Table 2-1. In most cases, impacts that have been identified would be less than significant after application of relevant General Plan policies. In some instances, incorporation of the mitigation measures described in Table 2-1 would reduce the impacts to levels that are less than significant. Those project-specific impacts which cannot be feasibly mitigated to a less-than-significant level would remain as significant unavoidable adverse impacts.

These are listed below:

- conversion of undeveloped landscape to urban development;
- loss of annual grassland habitat;
- loss of listed vernal pool plant species;
- loss of federally-listed vernal pool crustaceans;
- short-term construction-related air pollutant emissions;

- operational air pollutant emissions;
- and inconsistency with Air Quality Attainment Plans.

Cumulative Significant and Unavoidable Impacts

The following cumulative impacts cannot be feasibly mitigated to a less-than-significant level and would remain as significant and unavoidable adverse impacts:

- Exacerbated flood conditions.
- Decreased water quality.
- Loss of biological resources.
- Conversion of open space.
- Alteration of visual character of undeveloped areas.
- Increased traffic volumes.
- Increased construction and operational air pollutant emissions, including PM₁₀, NO_x and ROG.
- Increased demand on water supply.

6. PROJECT ALTERNATIVES

6.0 PROJECT ALTERNATIVES

6.1 INTRODUCTION

The primary intent of the alternatives evaluation in an EIR, as stated in Section 15126.6 (c) of the CEQA Guidelines, is to ensure that "the range of potential alternatives to the proposed project shall include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects." Further, the Guidelines state that "the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly." An EIR must describe a range of reasonable alternatives to the proposed project (or to its location) that could feasibly attain most of the basic objectives of the project. The feasibility of an alternative may be determined based on a variety of factors including, but not limited to, site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and site accessibility and control (CEQA Guidelines Section 15126.6(C)(f)(1)).

The choice of alternatives is guided primarily by the need both to reduce or eliminate project impacts and to achieve project objectives. The objectives of the project were used to identify appropriate alternatives. As stated in Chapter 3, Project Description, the proposed project objectives are to:

- Provide additional employment opportunities within the City.
- Augment the City's current amount of land designated for industrial uses to offset recent conversions of industrial land to other designations.
- Increase economic activity and value in the City by providing additional industrial land.
- Provide access, infrastructure and municipal services to the site in an efficient manner for purposes of development.
- Provide a link in the City's bikeway and open space system along Pleasant Grove Creek.

The project-specific significant and unavoidable impacts that would result from project implementation are:

- loss of grassland habitat;
- potential loss of vernal pool plant species and crustaceans;

- conversion of undeveloped landscape to urban development;
- short-term construction-related air pollutant emissions;
- operational air pollutant emissions; and
- inconsistency with air quality attainment plans.

6.2 ALTERNATIVES CONSIDERED AND ELIMINATED FROM FURTHER ANALYSIS

In developing the alternatives, primary consideration was given to reducing significant unmitigable impacts. A majority of the impacts that are identified as being significant and unavoidable (e.g., loss of grasslands, change in visual character, loss of vernal pool species) are due primarily to development occurring in an area that is currently undeveloped. These impacts would not be possible to eliminate, but can be reduced by limiting the size of the project and avoiding the most sensitive habitats located during pre-construction surveys. Changing the type of project (for example, to a residential use) was not considered because such an alternative would not meet any of the project objectives. Further, a different use on the same acreage would have the same physical impacts as the project. For the offsite alternative, a site within the North Roseville Industrial Area was selected because it is designated for industrial development and is large enough to support the project. With the exception of this site and the Sunset Industrial Area, there are only a few areas left within the City's SOI that have not yet been developed. These sites are located along the southern edge of the city limits. However, none of these areas was considered suitable for an offsite alternative because no site was large enough to accommodate the project, and they are not in or near areas of industrial development. Other potentially feasible offsite alternative locations that could accommodate the project are located in the Sunset Industrial Area Plan contiguous to the City, and would require annexation into the City, and possibly the connection across Pleasant Grove Creek before development, so they would have impacts similar to or greater than the proposed project.

6.3 ALTERNATIVES ANALYZED

This section provides a description of the alternatives to the proposed project analyzed in this DEIR and presents specific impacts that differ in significance and/or severity from those associated with the project. For the most part, significant impacts of the alternatives can be mitigated by measures identified in Chapter 4, which contains the environmental analysis of the proposed project.

The City may adopt an alternative in lieu of the proposed project, and this chapter is intended to assist decision-makers in their assessment of appropriate use of the project area. As such, the six alternatives that are analyzed in this EIR provide policy options for development of the project area. The alternatives are:

- **Alternative 1, No Project/No Development**, which assumes that the existing onsite conditions would remain.
- **Alternative 2, No Project/No Action**, which assumes that the annexation area would not be annexed to the City, and the site developed as designated under the Sunset Industrial Area Plan;

- **Alternative 3, Reduced Density**, which reduces the size of the project by approximately 40 percent;
- **Alternative 4, South of Creek Only**, which assumes that the parcels north of Pleasant Grove Creek are not developed;
- **Alternative 5, Offsite**, which assumes that the same type and level of development proposed in the project occurs elsewhere in a portion of the North Roseville Industrial Area.
- **Alternative 6, Connection of Foothills Boulevard West of Duluth Avenue**, which assumes that the extension of Foothills Boulevard follows the alignment shown in the County's Sunset Industrial Area Plan rather than the City's General Plan or an alternative alignment along the eastern edge of the recently approved Woodcreek East development.

Each of the alternatives is described in more detail and analyzed below. For each subject area, Table 6-1 indicates whether the impacts of the development alternatives are more or less severe than those of the proposed project. The roadway alignment alternatives for the northward extension of Foothills Boulevard is discussed below, but are not included in Table 6-1, because it is primarily a planning option. Table 6-2, at the end of this chapter, compares the environmental effects of the alternative roadway alignments. A discussion of the "environmentally superior alternative" appears at the end of this chapter.

Resource	Proposed Project	Alternative 1 No Project/ No Development	Alternative 2 No Project/ No Action	Alternative 3 Reduced Density	Alternative 4 South of Pleasant Grove Creek	Alternative 5 Alternative Site
Land Use	LS	LS-	LS+	LS-	LS-	LS+
Flooding and Drainage	LS	LS-	LS	LS-	LS-	S
Biological Resources	SU/MM	LS-	SU/MM	SU/MM-	SU/MM-	SU/MM-
Aesthetics and Visual Resources	SU	LS-	SU+	SU-	SU-	SU-
Transportation and Circulation	LS/MM	LS-	LS/MM+	LS-	LS/MM-	LS/MM
Air Quality	SU/MM	LS-	SU/MM+	LS-	SU/MM-	SU/MM+
Noise	LS	LS-	LS+	LS-	LS-	LS+
Public Services and Utilities	LS/MM	LS-	LS/MM+	LS/MM-	LS/MM-	LS-
Hazardous Materials	LS/MM	LS-	LS/MM+	LS/MM-	LS-	LS+
NOTES:						
-	- Alternative impacts less severe than the proposed project.					
+	- Alternative impacts more severe than the proposed project.					
LS	- All impacts would be less than significant, no mitigation required.					
LS/MM	- All impacts would be less than significant after mitigation.					
SU	- One or more impacts would be significant and unavoidable, even after mitigation.					
S	- Proposed Project and the Alternative impacts identical or very similar.					
SOURCE: EIP Associates, 2000.						

Resource	Proposed Project	Alternative A SIAP Alignment	Alternative B
Land Use	LS	S+	LS+
Flooding and Drainage	LS	LS+	LS
Biological Resources	SU/MM	SU/MM+	SU/MM+
Aesthetics and Visual Resources	LS	LS	LS
Transportation and Circulation	LS	LS	LS
Air Quality	LS	LS+	LS+
Noise	LS	LS/MM+	LS+
Public Services and Utilities	LS	LS+	LS+
Hazardous Materials	LS	LS	LS
<p>NOTES:</p> <p>SIAP - Sunset Industrial Area Plan</p> <p>- Alternative impacts less severe than the proposed project.</p> <p>+ Alternative impacts more severe than the proposed project.</p> <p>LS - All impacts would be less than significant, no mitigation required.</p> <p>LS/MM - All impacts would be less than significant after mitigation.</p> <p>SU - One or more impacts would be significant and unavoidable, even after mitigation.</p> <p>S - Proposed Project and the Alternative impacts identical or very similar.</p> <p>SOURCE: EIP Associates, 2000.</p>			

Because no industrial development is assumed in the contiguous parcels as part of the project, the alternatives analysis focuses primarily on the annexation area.

6.3.1 Alternative 1: No Project/No Development Alternative

CEQA requires the evaluation of the comparative impacts of the "No Project" alternative (CEQA Guidelines Section 15126(e)(1)). The No Project Alternative can be defined either as "no development" on the project site, or as "no action" taken on the proposed project. The "no development" alternative describes an alternative in which the proposed project site would likely continue to be used primarily for grazing of cattle. For this EIR, the "no development" alternative is best described as the existing conditions presented in the Setting sections of Chapter 4. The "no action" alternative, which is presented as Alternative 2, assumes that the project site would not be annexed to the City, and would be developed under the current County land use designations.

Land Use

Significant land use impacts were not identified for the proposed project. Nonetheless, the less-than-significant impacts that were identified would not occur under the No Project/No

Development Alternative, because the project site would remain undeveloped. Incompatibilities between residential and industrial uses would not be created. The annexation area would remain under the County's jurisdiction and would not require annexation to the City, so there would be no potential for inconsistencies with LAFCO policies. Because the annexation area would remain in the County, City policies would not be applicable, so there would not be any policy inconsistencies. It should be noted, however, that the proposed project was found to be consistent with City, County and LAFCO policies.

Based on the above discussion, the impacts identified under the No Project/No Development Alternative would be less severe than under the proposed project.

Flooding and Drainage

Under the proposed project, all impacts on flooding, water quality, and surface water elevations would be less than significant, with implementation of State and City requirements.

Under the No Project/No Development Alternative, new impervious surface would not be created, so impacts on flooding and water quality due to increased stormwater runoff would not take place, and onsite and offsite water surface elevations would not be affected. There would not be any grading, so erosion-related degradation of water quality would not occur.

Based on the above discussion, impacts under the No Project/No Development Alternative would be less severe than impacts under the proposed project.

Biological Resources

The proposed project would result in significant and unavoidable impacts on biological resources due to the loss of annual grassland habitat and habitat for special-status vernal pool plants and crustaceans. Loss of jurisdictional wetlands in the PG&E parcel and bike trail alignment, disturbance of raptor nesting habitat and loss of biological resources due to offsite infrastructure would be less than significant after mitigation. Under the No Project/No Development Alternative, loss of biological resources would not occur and no mitigation would be required because there would be no development on the project site.

Based on the above discussion, impacts under the No Project/No Development Alternative would be less severe than impacts under the proposed project.

Aesthetics and Visual Resources

The proposed project would convert the visual character of the site from an undeveloped environment to a developed landscape and extend the urban boundary of the City beyond Pleasant Grove Creek. This impact would be significant and unavoidable.

Under the No Project/No Development Alternative, the project site would retain its undeveloped character. Therefore, impacts under the No Project/No Development Alternative would be less severe than impacts under the proposed project.

Traffic and Circulation

Under the proposed project, traffic associated with the project would increase congestion on City of Roseville roadways and intersection. One intersection, Foothills Boulevard/Blue Oaks Boulevard, would degrade from LOS "C" to LOS "D". This significant impact would be reduced to a less-than-significant level by adding an eastbound through lane (Mitigation Measure 4.5-1). The proposed project's impact on transit services would be reduced to a less-than-significant level with an update of the Long-Range Transit Master Plan and Bikeway System plan to include the project site. All other transportation impacts would be less than significant.

Under the No Project/No Development Alternative, there would not be any increases in traffic from the project site, so there would not be any impact on City or other City or county roadways. There would not be an increase in demand for transit services or bicycle facilities. For these reasons, impacts under the No Project/No Development Alternative would be less severe than impacts under the proposed project.

Air Quality

Short-term air emissions due to site grading and construction and operational emissions due to project-related traffic, and inconsistencies with regional Air Quality Attainment Plans for Placer and Sacramento counties would be significant and unavoidable impacts under the proposed project. Carbon monoxide levels at local intersections and exposure of nearby residents to odors would be less-than-significant project impacts. There would be no impact on air quality under the No Project/No Development Alternative, because no construction, traffic, or other activities that create air pollutants would occur. Therefore, impacts under the No Project/No Development Alternative would be less severe than impacts under the proposed project.

Noise

Under the proposed project, noise impacts, including temporary increases in construction noise, operational noise and groundborne noise or vibration, would be less than significant.

There would be no noise impacts under the No Project/No Development Alternative, because no construction or other noise-generating activities would occur. Therefore, impacts under the No Project Alternative would be less severe than impacts under the proposed project.

Public Services and Utilities

The proposed project would create an increased demand for utilities, including water supply, water treatment and conveyance, wastewater collection and treatment, and electrical service. In addition to utilities, the proposed project would increase demand for police and fire services. Impacts associated with the increased demand for public services and utilities would be less than significant with mitigation pertaining to the water purveyor serving the proposed project (Mitigation Measures 4.8-1 and 4.8-2), and compliance with City fire flow requirements (Mitigation Measure 4.8-3).

The No Project/No Development Alternative would not increase demand for public services or utilities, because there would be no increase in industrial development in the foreseeable future. Therefore, no impacts would occur under the No Project Alternative.

Hazardous Materials

The proposed project would increase the potential for accidental release or spill of hazardous materials and potentially expose people to hazards from past uses within or adjacent to the project site. Potential hazardous materials impacts would be less than significant with mitigation requiring that any discovered contamination be remediated.

Under the No Project/No Development Alternative, no hazardous materials impacts would occur. Therefore, impacts under the No Project/No Development Alternative would be less severe than impacts under the proposed project.

CEQA Considerations

The No Project/No Development Alternative would not induce growth, create significant irreversible effects or result in cumulative impacts.

Summary of Significant and Unavoidable Impacts

There would not be any significant and unavoidable impacts under the No Project/No Development Alternative.

6.3.2 No Project/No Action Alternative

Under the No Project/No Action Alternative, the annexation area would remain in the County, and be developed according to the existing land use designations. In the Sunset Industrial Area Plan, the annexation area is designated Industrial and zoned Industrial Park-Combining Design Scenic Corridor. The annexation area is within the Nichols/Duluth planning area.

Under the No Project/No Action Alternative, the contiguous parcels would not be redesignated or rezoned, although the wetland preserve would remain. Also, no bike trail would be constructed.

For the purposes of this analysis, it is assumed that the number of acres developed with industrial uses would be the same as the proposed project, 64 acres. The remainder of the site would remain designated open space, public/quasi public and roads. Under the Sunset Industrial Area Plan, site coverage for the Industrial Park zone is assumed to be 50 percent, so under this alternative approximately 1.37 million square feet (msf) could be developed in industrial uses, compared to 883,000 square feet under the proposed project.

Land Use

The No Project/No Action Alternative would convert the same acreage to industrial uses as the proposed project, but at a higher density. The land use impacts would be similar to the proposed

project; however, the potential for incompatibilities with surrounding land uses would be greater under the No Action Alternative, because more square footage would be developed. City and LAFCO policies would not apply under this alternative, but the alternative would be consistent with Placer County policies.

For both the No Project/No Action Alternative and the proposed project, impacts would be less than significant. Impacts under the No Action alternative would be more severe than under the proposed project, due to increased potential for incompatibility with adjacent uses.

Flooding and Drainage

Under the No Project/No Action Alternative, impacts on stormwater runoff, water quality, and water surface elevations would be similar to those identified for the proposed project because the same acreage would be developed with impervious surface. As with the proposed project, the increases in the stormwater runoff, water surface elevations and water pollutants would be considered less than significant.

Because the same acreage would be developed, the flooding and drainage impacts associated with this alternative would be very similar to those of the proposed project.

Biological Resources

Under the No Project/No Action Alternative, a total of approximately 19 acres would be left in undeveloped open space, while 72 acres would be developed, the same as for the proposed project. Therefore, impacts identified under the proposed project on the loss of annual grasslands and special-status vernal pool plant and animal habitat would also be significant and unavoidable. Impacts on raptor nesting habitat, wetlands and offsite habitat would also be the same as the proposed project and would be less than significant with mitigation under this alternative.

Because the same acreage would be developed, the impact of the No Project/No Action Alternative on biological resources would be similar to the proposed project.

Aesthetics and Visual Resources

Under the proposed project, development of the project site would result in a significant and unavoidable impact due to the conversion of undeveloped land to a developed environment.

Under the No Project/No Action Alternative, the conversion of the project site from its current undeveloped state to a developed environment would also result a significant and unavoidable impact. Because of the increased density the impact would be considered more severe than under the proposed project. Therefore, impacts on the visual quality of the area would be similar to the proposed project, but more severe.

Traffic and Circulation

The No Project/No Action alternative would generate about 10,785 daily vehicle trips, compared to approximately 6,950 daily vehicle trips under the proposed project, an increase of

approximately 55 percent. Like the proposed project, traffic generated by Alternative 2 would result in unacceptable operating conditions (LOS "D" or worse) at the intersections of Blue Oaks Boulevard/Foothills Boulevard (Impact 4.5-1). Because of the increase in trips, other intersections would likely operate at unacceptable service levels as well under this alternative. Although the project site would remain under County jurisdiction, the intersections most likely to be affected would be in the City of Roseville; due to the proximity of City roadways to the project site. The City's CIP would likely need to be updated to provide roadway improvements that would mitigate this impact for the No Project/No Action Alternative, but these improvements may not reduce LOS below significant thresholds at local intersections because of the increased traffic volume.

Because the industrial uses would be more intense than under the proposed project, the demand for transit services would increase. The demand for transit services from the No Project/No Action Alternative would be reduced to a less-than-significant level by updating the Long Range Transit Master Plan (Mitigation Measure 4.5-2). This alternative would not contain the same bikeway system as the proposed project, because the project site would not be in the City, so the demand for bicycle facilities may be significant.

For the above reasons, transportation impacts would be more severe under this alternative than under the proposed project.

Air Quality

Under the proposed project, significant and unavoidable impacts on air quality would occur due to project construction and projected-related traffic, even with mitigation. Impacts from increased mobile CO emissions at intersections would not exceed air emissions standards, so the impact would be less than significant, as would potential exposure of nearby residents to odors.

Under the No Project/No Action Alternative, the increase in emissions associated with construction would be similar to the proposed project, because the same number of acres would be developed. However, operational emissions would be more severe (approximately 55%) than the proposed project because additional vehicle trips would be generated. The impact would remain significant and unavoidable even with mitigation. Impacts related to CO emissions and odor would also be more severe than under the proposed project; however, these impacts would remain less than significant. Because traffic-related emissions would be substantially higher, air quality impacts would be more severe under this alternative than under the proposed project.

Noise

Under the No Project/No Action Alternative, impacts related to construction noise would be the same as the proposed project, and would be less than significant due to compliance with the County's Noise Ordinance. As with the proposed project, residential uses would not be located in close proximity to on-site project noise sources; therefore, the impact would be considered less than significant. The traffic noise impacts of the No Project/No Action Alternative would be more severe than the proposed project, and may be significant. Overall, the noise impacts of Alternative 2 would be more severe than the proposed project.

Public Services and Utilities

Because the No Project/No Action Alternative would result in more industrial development than assumed under the proposed project, demand for public services and utilities would increase, but not beyond the ability of the City and water purveyors to provide service. Fire and law enforcement services would be provided by the County, and response times would not be affected by the extension of Foothills Boulevard. Providing infrastructure to the project would be more difficult under this alternative, because the majority of the project site is south of Pleasant Grove Creek. Water and wastewater treatment capacity should be adequate to serve the site, because it was assumed to be developed in the Sunset Industrial Area Plan. No significant impacts on public services and utilities are anticipated from the No Project/No Action Alternative; however, the less-than-significant impacts would be more severe than the proposed project due to increased demand and the need to extend water and sewer lines across the creek.

Hazardous Materials

The proposed project would increase the potential for accidental release or spill of hazardous materials and exposure to hazards from past uses within or adjacent to the project site. These potential hazardous materials impacts would be less than significant. The No Project/No Action Alternative would also create these impacts, but with a higher potential due to the increased density of development. Therefore, impacts under the No Project/No Action Alternative would be similar to, but greater than, impacts under the proposed project.

CEQA Considerations

The significant irreversible effects of the No Project/No Action Alternative would be identical in nature to the proposed project, and the reduction in natural grassland vegetation and alteration of visual character of the project site would be of the same magnitude, because the same acreage would be converted to urban uses.

Like the proposed project, this alternative would extend roadways and water and sewer lines into an area that is undeveloped at present. Development of this infrastructure could be considered growth-inducing because it would remove an existing obstacle (lack of infrastructure) to development for adjacent land in the County, which could increase pressure to convert other undeveloped areas in the region.

As discussed throughout the above analysis, the impacts of this alternative would be very similar to the proposed project, and generally more severe because more industrial use would be developed on the project site. Therefore, cumulative impacts would be similar to the proposed project (see Chapter 5), but this alternative would generally contribute a greater portion to the identified cumulative impacts.

Significant and Unavoidable Impacts

Like the proposed project, the No Project/No Action Alternative would result in the following project-specific significant and unavoidable impacts:

- loss of grassland habitat (for wildlife);
- potential loss of vernal pool plant species and crustaceans;
- conversion of undeveloped landscape to urban development;
- short-term construction-related air pollutant emissions.
- operational air pollutant emissions; and
- inconsistency with air quality attainment plans.

6.3.3 Alternative 3: Reduced-Density

Under the Reduced Density Alternative, approximately 530,000 square feet of industrial space would be constructed, compared to 883,000 square feet under the proposed project. This 40 percent reduction was chosen because it represents the amount that vehicle trips would need to be reduced in order to reduce long-term air quality impacts below Air District thresholds. Assuming that the floor area ratio would be the same as the proposed project, approximately 38 acres would be designated for industrial use. The remainder of the site, including the 7 acres north of the creek, would be designated open space, public/quasi public and roads.

Under this alternative, like the proposed project, 24 acres of the contiguous parcels would be redesignated and rezoned Open Space, and the bike trail and water line/easement would be constructed. However, Foothills Boulevard would not be extended to serve the 7-acres north of the creek.

For this analysis, it is assumed that the roadway system (with the exception of the Foothills Boulevard extension) and infrastructure would be the same as those planned for the proposed project, except sized to accommodate 40 percent less development.

Land Use

Like the proposed project, the Reduced Intensity Alternative would be compatible with City, County, and LAFCO policies. The potential for incompatibilities with surrounding land uses would be less than significant, and less severe than under the proposed project, because fewer acres would be developed, allowing for even larger buffers between the project site and the Woodcreek East residential development to the west.

For both the Reduced Density Alternative and the proposed project, impacts would be less than significant. Under the Reduced Density Alternative, land use impacts would be consider less severe than under the proposed project, because less development would occur.

Flooding and Drainage

Under the Reduced Density Alternative, development would create additional impervious surface, resulting in increases in stormwater runoff, urban contaminants, and water surface elevations. Such impacts would be less severe than those identified under the proposed project because substantially fewer acres would be developed. As with the proposed project, these impacts would be considered less than significant.

Biological Resources

Under the Reduced Density Alternative, a total of approximately 35 acres of the annexation area would be left in undeveloped open space, compared with 19 acres in the proposed project. The same acreage in the contiguous parcels (24 acres) would be designated Open Space. Under this alternative, the loss of vernal pools and plant and animal habitat within the pools would be less severe than under the proposed project, because avoidance of these resources is more likely when fewer acres are needed for development. Nonetheless, unless all vernal pools could be avoided, impacts on special-status species would remain significant even after implementation of Mitigation Measures 4.3-1 and 4.3-2. Because a majority of the site would be developed, the loss of grasslands would still be considered a significant and unavoidable impact of development. Even with fewer acres being developed, and no creek crossing, mitigation would be required to reduce impacts on nesting habitat, wetlands (unless all wetlands are avoided) and off-site biological resources.

The impact on biological resources would be similar to the proposed project, but less severe because fewer acres would be developed, so more biological resources could be preserved, and there would be no creek crossing.

Aesthetics and Visual Resources

Under the Reduced Density Alternative, the conversion of the project site from its current undeveloped state to a developed environment would result in an impact similar to the proposed project. However, because less of the area would be developed the impact would be considered less severe than under the proposed project. Therefore, impacts on the visual quality of the area would be similar to the proposed project, but less severe.

Traffic and Circulation

The Reduced Density Alternative would generate about 4,200 daily vehicle trips, compared to approximately 6,950 daily vehicle trips under the proposed project, a reduction of 40 percent. Traffic generated by this alternative would still likely result in unacceptable operating conditions (LOS "D") at the intersections of Blue Oaks Boulevard/Foothills Boulevard, because the future background LOS is at the highest level of acceptable operating condition (LOS "C", V/C 0.80). Updating the CIP to provide improvements to this intersection would mitigate this impact to a less-than-significant level for the proposed project and the Reduced Density Alternative.

Because the industrial uses would be less under the Reduced Density Alternative than the proposed project, the demand for transit services would be reduced, and would be made less than significant by updating the Long Range Transit Master Plan (Mitigation Measure 4.5-2). This alternative would contain the same bike trail connecting to the City's bikeway system as the proposed project and thus the impact on the demand for bicycle facilities would be less than significant.

The impact on traffic and circulation would be similar to the proposed project, but overall less severe because the Reduced Density Alternative would generate fewer vehicle trips.

Air Quality

Under the proposed project, significant and unavoidable impacts on air quality would occur due to project construction and operation (primarily from project-related traffic). The exposure of nearby residents and employees to odor and increased mobile CO emissions at intersections would be considered less than significant and would not require mitigation.

Under the Reduced Density Alternative, fewer acres would be disturbed during grading and excavation, so the construction emissions would be reduced below the significance thresholds. Impacts associated with an increase in pollutants from vehicle emissions and stationary sources would also be reduced to less-than-significant levels under this alternative. Local CO impacts would be less than significant and less severe than under the proposed project. For these reasons, the Reduced Density Alternative would have less severe air quality impacts than the proposed project. However, this alternative would still not be consistent with air quality attainment plans, because the Sunset Industrial Area Plan, which assumes development of the project site, was not adopted when the Air Quality Attainment Plans were completed.

Noise

Under the Reduced Density Alternative, impacts related to construction noise, future traffic noise, and non-traffic noise would occur. As with the proposed project these impacts would be less than significant. These impacts would be less severe under this alternative than under the proposed project. Onsite noise sources (e.g. construction, stationary sources) could be located farther from sensitive receptors (e.g., Woodcreek East, because fewer acres would be developed. Less traffic-related noise would occur, because there would be a reduction in vehicle trips relative to the proposed project.

For the above reasons, the noise impacts of the Reduced Density Alternative would be similar to the proposed project, but less severe because of the decrease in development.

Public Services and Utilities

Because the Reduced Density Alternative would result in less industrial development than assumed under the proposed project, demand for public services and utilities would decrease. Domestic water would be provided by PCWA or SJWD, so Mitigation Measure 4.8-1 or 4.8-2 would be still be required. Water and wastewater infrastructure would need to be extended to the project site, but would be smaller in size. Under this alternative, PCSMD and PCWA would not need to provide service to the 7 acres in the annexation area north of Pleasant Grove Creek. If developed, the 8-acre parcel in the contiguous parcels would be served by PCWA for water and the City for wastewater, but infrastructure to that portion of the site would not be extended until needed. Because no development would occur north of the creek, fire and police response times would be met under this alternative. Because demand for public services would be reduced compared to the proposed project, and response time standards could be met, impacts of the Reduced Density Alternative would be less severe than the proposed project.

Hazardous Materials

The proposed project would increase the potential for accidental release or spill of hazardous materials or exposure to hazards from past uses within or adjacent to the project site. Potential hazardous materials impacts would be less than significant.

Under the Reduced Density Alternative, the hazardous materials impacts would occur to a lesser degree than with the proposed project. The Reduced Density Alternative would generate fewer hazards due to the reduction in development. Potential hazards from past uses would be less likely to be encountered, because fewer acres would be disturbed. Therefore, impacts under the Reduced Density Alternative would be similar to, but less severe than impacts under the proposed project.

CEQA Considerations

The significant irreversible effects of the Reduced Density Alternative would be similar to proposed project, but of lower magnitude because less industrial development would occur and fewer acres would be converted to urban uses. Significant irreversible effects would include reduction in natural grassland vegetation and alteration of visual character of the project site.

Like the proposed project, this alternative would extend roadways and water and sewer lines into an area that is undeveloped at present. Development of this infrastructure could be considered growth-inducing because it would remove an existing obstacle (lack of infrastructure) to development for adjacent land in the County, which could increase pressure to convert other undeveloped areas in the region. Because it would not extend Foothills Boulevard, it would be less growth-inducing than the proposed project. It should be noted, however, that both the City and County General Plans anticipate the extension of Foothills Boulevard at some time in the future, whether or not the proposed project is developed.

As discussed throughout the above analysis, the impacts of this alternative would be very similar to the proposed project, but generally less severe because less industrial development would occur. Therefore, cumulative impacts would be similar to the proposed project (see Chapter 5.2), but this alternative would generally contribute less to cumulative impacts.

Significant and Unavoidable Impacts

The Reduced Density Alternative would result in the following project-specific significant and unavoidable impacts:

- loss of grassland habitat;
- potential loss of vernal pool plant species and crustaceans;
- conversion of undeveloped landscape to urban development; and
- inconsistency with air quality attainment plans.

6.3.3 Alternative 4: South of Creek Only

This alternative assumes that no City development would occur north of Pleasant Grove Creek. The industrial development designated on the contiguous parcel north of the creek is assumed to remain as part of baseline conditions, but would shift to other portions of the North Industrial Area Plan. Therefore, there would not be a change in industrial development assumed under the City's General Plan. Under this alternative, the annexation area north of the creek would be annexed to the City, but as open space, because the industrial development assumed for this parcel would not be developed as part of the proposed project, nor would it occur elsewhere in the City, because development of this area was not assumed in the City's General Plan. This would result in a reduction of approximately 97,000 square feet, or 11 percent, for a total of approximately 786,000 square feet of industrial uses.

With the exception of the extension of Foothills Boulevard to the project site north of the creek, this analysis assumes that the roadway system and infrastructure would be the same as those planned for the proposed project. Because Foothills Boulevard would not be extended, access to the northern parcels would be from Duluth Avenue and/or Cincinnati Avenue.

It should be noted that both the City and County General Plans call for the extension of Foothills Boulevard, so the roadway would eventually be extended whether or not the parcel north of the creek is developed. However, the proposed project could accelerate the extension of Foothills Boulevard.

Land Use

The South of Creek Alternative would result in development of most of the annexation area, so the potential for incompatibilities with surrounding land uses would be similar to the proposed project. The potential for incompatibilities with nearby residences (e.g., Woodcreek East) would be the same as the proposed project, and would be less than significant. Like the proposed project, this alternative would be consistent with City, County and LAFCO policies.

Under the South of Creek Alternative, land use impacts would be consider slightly less severe than under the proposed project.

Flooding and Drainage

Under the South of Creek Alternative, impacts on stormwater runoff, water quality, and water surface elevations would be similar to those identified under the proposed project because a substantial amount of the site would be developed. As with the proposed project, water quality impacts and the increase in stormwater runoff would be considered less than significant.

Because a majority of the project site would be developed, the flooding and drainage impacts associated with this alternative would be very similar to those of the proposed project, but less severe because less impervious surface would be built.

Biological Resources

Under the South of Creek Alternative, a total of approximately 26 acres (of the annexation area) would be left in undeveloped open space, compared with 19 acres in the proposed project, because the 7 acres north of Pleasant Grove Creek would not be developed. The 7 acres has already been filled and graded, so it does not contain wetlands. The portions of the project site (PG&E and the wetlands preserve) that contain wetlands would be developed with the same uses and intensities as the proposed project. Therefore, impacts identified under the proposed project on the loss of vernal pools and special-status plant and animal habitat within the pools would be the same under this alternative. These impacts on vernal pool plants and crustaceans would remain significant and unavoidable, even after mitigation. Because a majority of the site would be developed, the loss of grasslands would also be considered a significant and unavoidable impact under this alternative, although slightly less severe due to the retention of the 7-acre parcel as open space. The lack of a creek crossing would reduce impacts on Pleasant Grove Creek. Impacts on nesting raptors and offsite resources would be the same as the proposed project.

For the above reasons, the impact on biological resources would be similar to the proposed project, but slightly less severe.

Aesthetics and Visual Resources

Under the South of Creek Alternative, the conversion of the project site from its current undeveloped state to a developed environment would result in the same impact as the proposed project. However, because less of the area would be developed the impact would be considered less severe than under the proposed project. Therefore, impacts on the visual quality of the area would be similar to the proposed project, but less slightly severe due to a reduction in the size of the project.

Traffic and Circulation

The Reduced Density Alternative would generate about 6,200 daily vehicle trips, compared to approximately 6,950 daily vehicle trips under the proposed project, a difference of 11 percent. Traffic generated by the proposed project would result in unacceptable operating conditions (LOS "D") at the intersections of Blue Oaks Boulevard/Foothill Boulevard. Even with fewer trips, this intersection may operate at LOS "D" under the alternative because current conditions are at the upper end of LOS "C". As with the proposed project, updating the CIP to provide roadway improvements would mitigate this impact to a less-than-significant level for the South of Creek Alternative.

Because the industrial uses would be less intense under the South of Creek Alternative than the proposed project, the demand for transit services would also be lessened, but still significant. The demand for transit services from the Reduced Density Alternative would be reduced to a less-than-significant level by updating the Long Range Transit Master Plan (Mitigation Measure 4.5-2). The South of Creek Alternative would contain the same bikeway system as the proposed project and thus the impact on the demand for bicycle facilities would be less than significant

Overall, transportation impacts would be slightly less severe under the South of Creek Alternative, because there would be an 11 percent reduction in vehicle trips and transit demand.

Air Quality

Under the South of Creek Alternative, the increase in emissions associated with project construction and operation would be less severe than the proposed project, because there would be a reduction in the number of acres developed and in vehicle trips. However, these impacts would not be reduced below the significance threshold. As with the proposed project, the increase in CO at local intersections would be less than significant. Therefore, under the South of Creek Alternative air quality impacts would be less severe than the proposed project due to a reduction in the size, but would remain significant and unavoidable.

Noise

Under the South of Creek Alternative, impacts related to construction noise and operational noise would be similar to the proposed project. Noise impacts associated with project construction and onsite operations would be identical to the proposed project, because the level of development would be the same near the closest sensitive receptors (e.g., future Woodcreek East residences). These impacts would be considered less than significant under the proposed project and this alternative, due to compliance with the City's Noise Ordinance. For the above reasons, the noise impacts of the South of Creek Alternative would be the same as the proposed project.

Public Services and Utilities

Because implementation of the South of Creek Alternative would result in less industrial development than assumed under the proposed project, demand for public services and utilities would decrease slightly. However, Mitigation Measures 4.3-1 and 4.3-2 would still be required to ensure that water supply to the project is adequate, and 4.3-3 would be needed to ensure that fire flows are adequate. Police and fire response times would be within city standards, because no development would occur north of Pleasant Grove Creek under this alternative. For these reasons, impacts on public services would be less severe under this alternative.

Hazardous Materials

The South of Creek Alternative would generate slightly less hazardous material than the proposed project due to the reduction in development. Potential exposure to hazards from past uses would be reduced as well, because there would be fewer construction workers and fewer acres would be disturbed. Therefore, impacts under the South of Creek Alternative would be similar to, but less severe than impacts under the proposed project.

CEQA Considerations

The significant irreversible effects of the South of Creek Alternative would be similar to the proposed project, but of slightly lower magnitude because less industrial development would be constructed and fewer acres would be converted to urban uses. Significant irreversible effects

would include reduction in natural grassland vegetation, alternation of visual character of the project site, and loss of vernal pool resources.

Like the proposed project, this alternative would extend roadways and water and sewer lines into an area that is undeveloped at present. Development of this infrastructure could be considered growth-inducing because it would remove an existing obstacle (lack of infrastructure) to development for adjacent land in the County, which could increase pressure to convert other undeveloped areas in the region. However, because this alternative does not extend development north of Pleasant Grove Creek, this pressure would be reduced relative to the proposed project.

As discussed throughout the above analysis, the impacts of this alternative would be very similar to the proposed project, but generally less severe because less industrial use would be developed on the project site. Therefore, cumulative impacts would be similar to the proposed project (see Chapter 5.2), but would generally contribute a smaller portion to the cumulative impacts identified.

Significant and Unavoidable Impacts

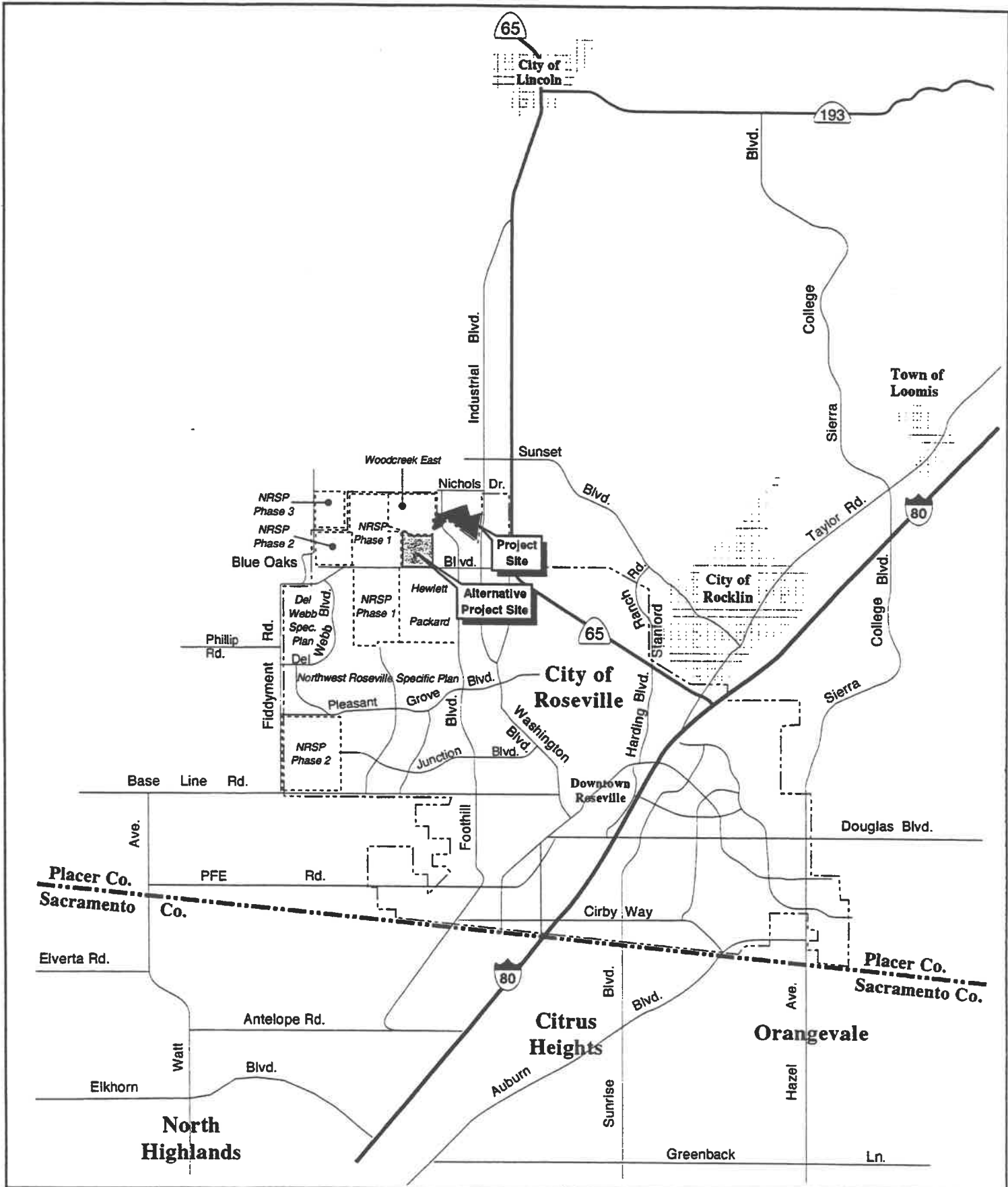
Like the proposed project, the South of Creek Alternative would result in the following project-specific significant and unavoidable impacts:

- loss of grassland habitat;
- potential loss of vernal pool plant species and crustaceans;
- conversion of undeveloped landscape to urban development;
- short-term construction-related air pollutant emissions.
- operational air pollutant emissions; and
- inconsistency with air quality attainment plans.

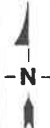
6.3.4 Alternative 5: Offsite Alternative

One of the requirements of CEQA is the assessment of the comparative environmental impacts of alternative locations for the "project." The situations where alternative locations must be evaluated are governed by the "rule of reason."

The proposed project designates approximately 64 acres as industrial, and provides for approximately 883,000 square feet of industrial uses. There are few undeveloped areas in the City of Roseville that are of this size in proximity to other industrial uses. Nor are there parcels of this size in or adjacent to the City close enough to existing or planned infrastructure (e.g., roads, sewer and water lines) to make connections possible without extensions through undeveloped land, which would create new impacts (especially regarding growth-inducement) rather than reduce impacts. One parcel is located approximately one-half mile west of the project site, north of Blue Oaks Boulevard (see Figure 6-1). This site has once considered for development as the Roseville Technology Park, and because it contains 97.8 acres, could accommodate all of the development proposed for the project. Therefore, this location serves as the Offsite Alternative in this analysis.



SOURCE:
EIP Associates,
May 2000.



0 2,000 4,000
Scale in Feet
10358-Regional

- Project Site
- Alternative Site
- Specific Plan Boundaries
- Roseville City Limits



Figure 6-1

Alternative Project Site Location

Land Use

For both the Offsite Alternative and the proposed project, land use impacts would be less than significant since both sites are designated for industrial use. The Offsite Alternative is surrounded by industrial uses to the east and south, and residential uses to the north and west. The Offsite Alternative would be located south of Woodcreek East and east of the North Roseville Specific Plan (NRSP), both of which are planned residential developments. Most residential uses in the Woodcreek East area would be buffered from industrial operations by open space. However, NRSP residential uses would be located immediately west of the Offsite Alternative, and a portion of Woodcreek East, located adjacent to the Offsite Alternative's northeast boundary, is designated single family/special area. Because it would be located closer to residential uses, the potential for incompatibilities with industrial uses would be greater for the Offsite Alternative than for the proposed project. However, like the proposed project, the impacts would be less than significant, due to compliance with the City's Community Design Guidelines and the North Roseville Area Design Guidelines, along with other State and City regulations.

County and LAFCO policies would not be applicable to the Offsite Alternative, The alternative would be consistent with the City's General Plan, which designates the site for industrial uses, because the site is already within the City's limits.

Under the Offsite Alternative, land use impacts would be considered similar to but slightly more severe than the proposed project.

Flooding and Drainage

Under the Offsite Alternative, impacts on stormwater runoff, water quality, and water surface elevations would be similar to those identified under the proposed project because a substantial amount of the site would be developed with impervious surfaces. As with the proposed project, these impacts would be considered less than significant.

Biological Resources

Under the Offsite Alternative, the area adjacent to Pleasant Grove Creek would be left in undeveloped open space, like the proposed project. Biological resources on the Offsite Alternative would include annual grasslands, riparian habitat and vernal pools and associated special-status plants and animals. Therefore, impacts on the resources would likely be similar to the proposed project, although the extent of wetland fill that would be required is not known at this time. Because it would not provide for the extension of Foothills Boulevard, direct impacts on the creek would be eliminated. Because a majority of the site would be developed, the loss of grasslands would still be considered a significant and unavoidable impact of project development. Mitigation would be required to reduce impacts on nesting habitat and wetlands to a less-than-significant level. Offsite infrastructure would probably not be in undeveloped areas, so it would not affect biological resources, so Mitigation Measure 4.3-2 would not be required.

The impacts on biological resources would be similar to the proposed project, but less severe because there would be no creek crossing.

Aesthetics and Visual Resources

Under the proposed project, development of the project site would result in a significant and unavoidable impact due to the conversion of undeveloped land to a developed environment. The Offsite Alternative would also convert open space. The effect would be similar to the proposed project because it is located in an area surrounded by urban development (existing and proposed). The proposed project site is also surrounded by areas designated for development under City and County plans, but the County development would likely occur farther in the future.

Impacts on the visual quality of the area would be similar to although slightly less severe than the proposed project.

Traffic and Circulation

The Offsite Alternative would generate the same number daily vehicle trips as the proposed project. Traffic generated by the Offsite Alternative would likely result in unacceptable operating conditions (LOS "D") at the intersection of Blue Oaks Boulevard/Foothills Boulevard and perhaps other streets in proximity to the alternative site. An update of the CIP to provide roadway improvements should mitigate this impact for the proposed project.

Because the industrial uses would be similar or greater under the Offsite Alternative than the proposed project, the demand for transit services would similar or greater, and would be reduced to a less-than-significant level by updating the Long Range Transit Master Plan (Mitigation Measure 4.5-2). The demand for bicycle facilities would be satisfied by the bike trail along Pleasant Grove Creek in the Woodcreek East development. The transportation impacts of the Offsite Alternative would be similar to the proposed project.

Air Quality

Under the Offsite Alternative, short-term significant and unavoidable impacts on air quality would occur due to project construction and operation. These impacts would be the as the proposed project, because the acreage to be developed and the number of vehicle trips would be the same. Like the proposed project, carbon monoxide and odor impacts would be less than significant, although odor impacts could be more severe than the proposed project, because the Offsite Alternative would be closer to residential uses. Therefore, air quality impacts would be similar to those of the proposed project, but slightly more severe.

Noise

Under the Offsite Alternative, impacts related to construction and operational noise would be greater than the proposed project because of the proximity to sensitive receptors. Noise associated with the Offsite Alternative would be considered less than significant under either the proposed project or this alternative due to compliance with the City's Noise Ordinance. Nonetheless, the impact may be more severe because of the proximity to future residents of the Woodcreek East and NRSP developments.

Overall, noise impacts of the Offsite Alternative would be more severe than the impacts of the proposed project, due to the proximity to residential uses.

Public Services and Utilities

Because the Offsite Alternative would develop the same industrial uses as assumed under the proposed project, demand for public services and utilities would be the same. However, because the Offsite Alternative is within the City, it is assumed that it would be served by City water rather than PCWA and/or SJWD. Therefore, Mitigation Measures 4.8-1 through 4.8-3 would not be required. Response times for fire and police service would meet City standards, because no development would occur north of Pleasant Grove Creek under this alternative.

No significant impacts to public services and utilities are anticipated from the Offsite Alternative and the impacts would be less severe than under the proposed project.

Hazardous Materials

Like the proposed project, the Offsite Alternative would increase the potential for accidental release or spill of hazardous materials, and may expose hazards from past uses within or adjacent to the site. The Offsite Alternative would create a greater potential for these impacts, because the site is closer to residential areas than the proposed project. Nonetheless, potential hazardous materials impacts would be less than significant due to compliance with State and City regulation.

CEQA Considerations

The significant irreversible effects of the Offsite Alternative would likely be identical to the proposed project, depending on the extent of wetlands that would need to be filled. Significant irreversible effects would include reduction in natural grassland vegetation, alternation of visual character of the project site, and loss of vernal pool resources.

Like the proposed project, this alternative would extend roadways and water and sewer lines into an area that is undeveloped at present. However, the Offsite Alternative is surrounded by areas that already have such infrastructure, so it would not be considered as growth-inducing as the proposed project.

As discussed throughout the above analysis, the impacts of this alternative would be very similar to the proposed project. Therefore, cumulative impacts would be similar to the proposed project (see Chapter 5.2), and would generally contribute a similar portion to the cumulative impacts identified.

Significant and Unavoidable Impacts

Like the proposed project, the Offsite Alternative would result in the following project-specific significant and unavoidable impacts:

- loss of grassland habitat (for wildlife);
- potential loss of special-status vernal pool plant species and crustaceans;
- conversion of undeveloped landscape to urban development;
- short-term construction-related air pollutant emissions.
- operational air pollutant emissions; and
- inconsistency with air quality attainment plans.

6.3.5 Alternative 6: Foothills Boulevard Alignment Alternative

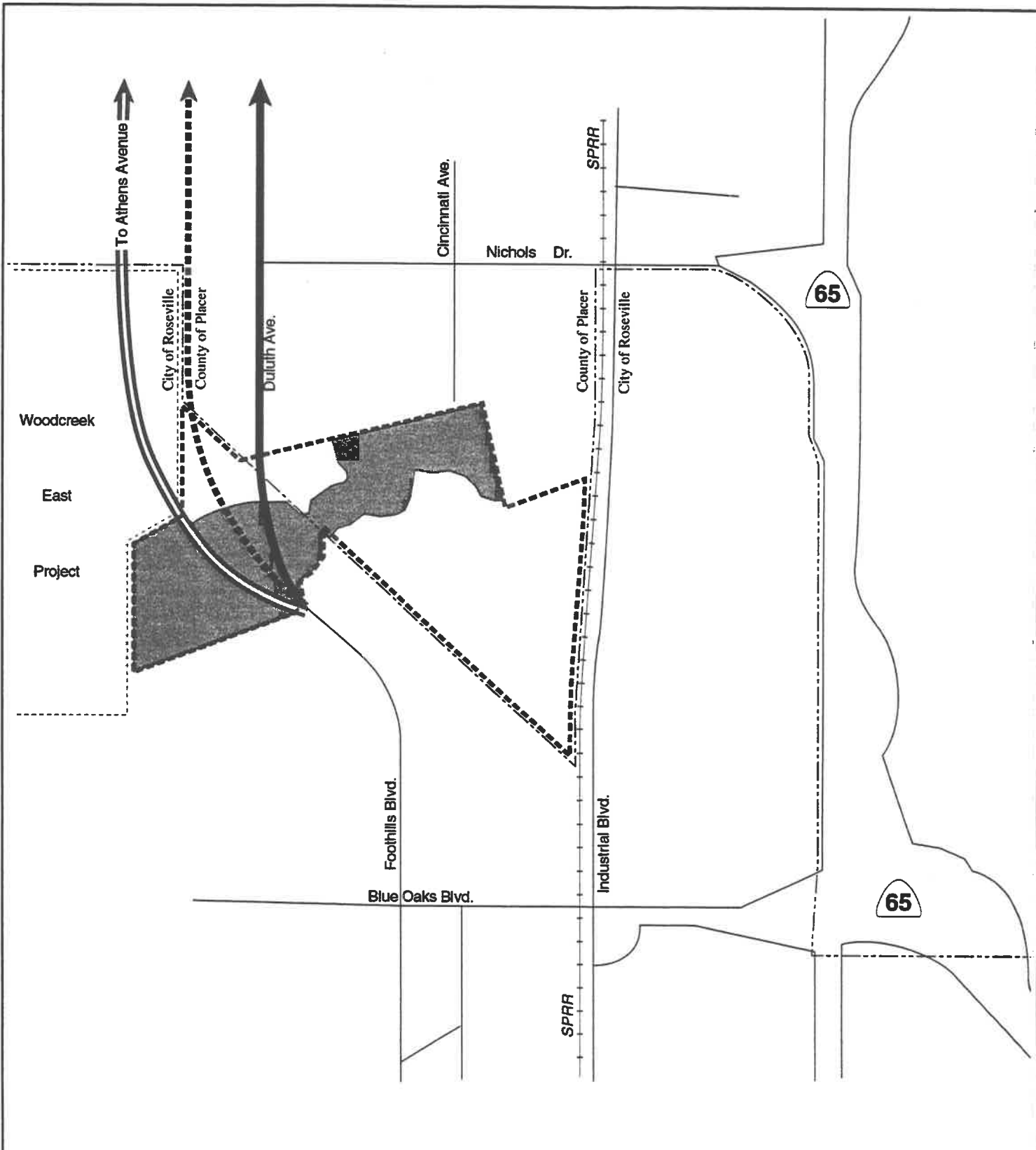
As discussed in Chapter 3, Project Description, Foothills Boulevard would be extended to serve the project site's two industrial parcels north of Pleasant Grove Creek, and to serve other lands north of the project. Foothills Boulevard currently terminates south of Pleasant Grove Creek. Both City and County land use plans anticipate the extension of Foothills Boulevard north across Pleasant Grove Creek and into the County's Sunset Industrial Area. However, the City and County Plans show different alignments for the extension.

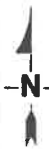
The City's General Plan shows the extension extending from the current terminus of Foothills Boulevard north to Duluth Avenue into the county. North of Nichols Drive, the route has not been determined. This alignment has been assumed in the City's General Plan since the 1970's. The Sunset Industrial Area Plan, prepared by the County, shows the Foothills Boulevard extension farther to west, through the recently approved Woodcreek East development. This DEIR evaluates the alignments shown in current City and County alignments (proposed project and Alternative A, respectively), as well as a third alignment (Alternative B) located between the first two. The City-proposed alignment is evaluated in Chapter 4, as part of the proposed project. The two alternative alignments are evaluated below. The three alignments are shown in Figure 6-2.





Alternative alignments A and B are described below:

- **Alternative A** – This alignment is contained within the Placer County Sunset Industrial Area Plan. The alignment begins at the current northern terminus of Foothills Boulevard and diverts west into what is now the eastern portion of the recently approved Woodcreek East residential development project. Unlike the proposed project, which would connect to an existing roadway (Duluth Avenue south of Nichols Drive) Alternative A would require new roadway at least to Athens Avenue, and/or the extension of Nichols Drive.
- **Alternative B** – This alignment would be located between the proposed City and County alignments. For purposes of the analysis, the alignment would begin at the current northern terminus of Foothills Boulevard and divert west to align with the north-south City/County boundary at the eastern boundary of the Woodcreek East residential development. Like Alternative A, Alternative B would not connect with an existing north-south roadway, and may require the extension of Nichols Drive.

Both of these alignments are assumed to require the westerly extension of Nichols Drive to intersect with the Foothills Boulevard extension. The extension of Nichols Drive is proposed in the Sunset Industrial Area plan. This analysis evaluates the alternative alignments from the northern terminus of Foothills Boulevard to the assumed extension of Nichols Drive.




 No Scale
 10358 Site Base

-  Proposed Project Alignment
-  Alternative A Alignment
-  Alternative B Alignment
-  Open Space Easement

SOURCE: Spannagel and Associates, Civil Engineering & Land Surveying, EIP Associates, June 2000.



Figure 6-2

Alternative Alignments for Foothills Boulevard

Land Use

The alternative alignments would both cross undeveloped lands. Alternative A would extend through proposed open space in the contiguous parcels and open space in the eastern portion of Woodcreek East. In addition, Alternative A would extend directly adjacent to or through residential land in Woodcreek East. Consequently, Alternative A would require revisions to the layout for Woodcreek East, and would not be considered compatible. In addition, Alternative A would be inconsistent with adopted City plans, which do not show the extension through Woodcreek East. However, this alignment would be consistent with County plans.

Alternative B would also transect the proposed open space in the contiguous parcel, but would not enter the Woodcreek East project site. Instead, Alternative B would dissect the 8-acre parcels designated industrial in the contiguous parcels. This alignment would then follow the City/County boundary (on the County side). Because it would not directly alter the Woodcreek East project, or other City projects, this alignment would be compatible with development in the City. However, Alternative B would not be consistent with either City or County plans.

Once in the County, both alternative alignments would be located in farmland designated for industrial development, as would the assumed westerly extension of Duluth Avenue. A roadway would be compatible with these uses.

Alternative A would have more severe impacts than the proposed project or Alternative B, because the roadway would run through Woodcreek East. Alternative B would have more significant impacts than the project, because it would be inconsistent with City and County Plans.

Flooding and Drainage

The alternative alignments and proposed project alignment would be partially within the 100-year flood plain adjacent to Pleasant Grove Creek. Alternative A would have a higher proportion of area within the flood plain than the proposed project or Alternative B and likely more fill. Therefore, impacts on flooding under Alternative A would be more severe. Any of the alignments would be designed to engineering standards that would ensure that flood-related impacts would be less than significant.

Biological Resources

The alternative alignments would cross undeveloped areas that contain grasslands, trees, and wetlands, including the open space/wetland preserve in the contiguous parcels. The proposed project alignment would be the most direct; and would disturb the least acreage. Within the project site, the proposed project would require approximately 24,000 square feet for the extension of Foothills Boulevard, while Alternative B would require approximately 64,500 square feet. Alternative A would require slightly less area than Alternative B. The total area would be under 5 acres regardless of alignment. The full extension to Nichols Avenue would be similar for the 3 alignments, but because the proposed project would connect to an existing roadway, it would disturb less ground. Because Alternatives A and B would disturb more land than the proposed project, they would create more biological impacts than the proposed route.

Reconnaissance-level wetland delineations and conservation easement studies completed to date indicate that Alternative A would be located within a portion of a conservation easement within the Woodcreek East project. There are 4.9 acres of wetlands fairly evenly distributed throughout the wetland preserve. Therefore, regardless of the final roadway alignment some wetland areas, including vernal pools would need to be filled under Alternative A. In addition, trees along Pleasant Grove Creek as well as farther north within the wetland preserve would need to be removed. Alternative B would traverse an area where there are few trees except in the area along the creek. Both alternative alignments would create biological impacts requiring additional assessment surveys and mitigation for the loss of wetlands and associated impacts. Both alignments would be expected to create impacts requiring mitigation similar to that required for the proposed project route alignment. All three proposed alignments would need to cross Pleasant Grove Creek resulting in potential impacts to the creek and the loss of trees. However, Alternative A could result in the fill of more vernal pools and wetlands and the removal of more trees compared to the proposed project alignment or Alternative B.

Based on the above analysis, impacts on biological resources from alternative alignments would vary to the extent that Alternative A has a higher potential to adversely affect biological resources than the Alternative B. Both alternatives have a higher potential to create impacts than the proposed project alignment, and would be subject to more detailed biological assessments if selected.

Aesthetic and Visual Resources

Development of either alternative or the proposed roadway alignment would change the undeveloped character of the areas. Both alternative route alignments would cross undeveloped land.

Under the proposed project or either alternative roadway the change in visual character due to the roadway alone would not be significant.

Traffic and Circulation

Under the proposed project, the extension of Foothills Boulevard across Pleasant Grove Creek would provide access to the northern portion of the project site and provide a connection to Duluth Avenue. The alternative alignments would provide access to the areas of Placer County north of the City, but not within the immediate project area. Therefore, the 7-acre parcel could be accessed only from County roadways. The regional benefit of a connection between the area north of the existing City limits would be accomplished by all three of the alignments.

At this time, it is uncertain what the ultimate connections of the alternative alignments would be north of the City boundary. Alternative A is shown in the Sunset Industrial Area Plan extending to Athens Avenue within a defined corridor that would continue northward toward Lincoln. Alternative B could connect to any of several of the major east-west arterial streets, such as Sunset Boulevard West or Athens Avenue in the future.

Any of the alignments would convey additional traffic between the City and County, providing an alternate route to SR 65. The traffic volumes would not be expected to vary substantially

between the alignments, as they would all provide a similar north-west connection. Therefore, the circulation of Alternatives A and B would be similar to the proposed project.

Air Quality

Long-term air quality impacts of either alignment would be similar to the proposed project in that a similar number of vehicle trips would be accommodated without a marked increase in vehicles miles traveled due to the various routing possibilities created by the alignment and its connection to the roadway system north of the project area. Short-term emissions from construction of the alternative roadway alignments would also be similar to the proposed project, but more severe because more land would be graded and paved under the alternatives. As with the proposed project, construction air emissions due solely to the roadway extension should be less-than-significant with mitigation.

Based on the above analysis, air quality impacts would be similar to, but more severe under either alternative than under the proposed project.

Noise

The amount of noise generated under the alternative alignments would be the same as the proposed project for both construction and traffic. However, Alternative A would have more severe construction impacts from the same noise generation because of the proximity to future sensitive receptors in Woodcreek East. Construction noise impacts would be less than significant due to compliance with the Noise Ordinance.

Alternative A would be located in proximity to residential uses in the Woodcreek East area. Depending on how the Woodcreek East residential parcels were altered to accommodate Alternative A, roadway extension could result in significant traffic noise impacts. Alternative B would also be closer to Woodcreek East than the proposed project, but would not be as likely to have significant traffic noise impacts as Alternative A. These impacts would be mitigated with barriers and/or setbacks.

Because of proximity to residential uses, Alternative A would have the most substantial noise impacts of the three potential roadway alignments. Alternative B would have more severe noise impacts for the proposed project.

Public Services and Utilities

The only impacts on public services and utilities related to the extension of Foothills Boulevard would be delays in providing fire and police services to the 7-acre parcel north of Pleasant Grove Creek. The proposed project alignment of Foothills Boulevard would alleviate this potential impact by providing direct access from the City roadway system to the 7-acre parcel. The alternative alignments would serve the general area north of the site, but would not provide direct access from the City to the northern 7-acre parcel. Therefore, the alternative alignments would

have a more severe impact on fire and police service to the site, but the impact would remain less than significant because the City would be able to reach the site before County services.

Hazardous Materials

The development of a roadway along the proposed or alternative alignments would be within largely undeveloped areas and would create minimal exposure to hazardous materials other than those normally associated with pavement projects. No significant impacts from hazardous materials are anticipated.

CEQA Considerations

The connection of a roadway in an undeveloped area creates the potential for additional growth. The areas north of the current terminus of Foothills Boulevard have been designated for industrial development. Development of a transportation connection would facilitate growth and increase pressure for the growth to happen sooner within the content of these land use plans. This growth-inducing effect would be similar for the proposed project and alternative alignments as the proposed alignment. Future development projects within these areas would be subject County General Plans, the Sunset Industrial Park Area and North Roseville Specific Plan and other localized land use plans as well as CEQA review.

Comparison of Alternative Routes

The route included within the proposed project follows the City's General Plan alignment toward Duluth Avenue and is the most direct north-south of the alignments. This is the only alignment of the three potential routes that would provide access to the northern 7-acre parcel in the proposed project site.

All three of the routes would require construction of a bridge across Pleasant Grove Creek and development of a roadway through grasslands and other natural areas.

Table 6-2 compares the environmental impacts of the three potential alignments. For purposes of this EIR, the environmentally superior alignment would be the City General Plan route as it would disturb the fewest acres, have the least effect on future residences in Woodcreek East, and would allow development of the portion of the project site north of Pleasant Grove Creek without potential delays in fire and police service.

6.4 Environmentally Superior Alternative

An EIR is required to identify the environmentally superior alternative from among the range of reasonable alternatives that are evaluated. Section (d)(2) of the CEQA Guidelines requires that an environmentally superior alternative be designated and states that "if the environmentally superior alternative is the "no project" alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.

Based on the review of the development alternatives evaluated in this chapter (Alternatives 1 through 5), the Reduced Density Alternative would be considered environmentally superior to the proposed project due to the decrease in traffic, traffic-related air emissions, noise, loss of grasslands, and demand for public services and still meet the objectives of the proposed project.

7. REFERENCES

7.0 REFERENCES

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- City-County office of Metropolitan Water Planning, *Water-Forum Proposal EIR*, January 1999.
- EIP Associates, *North Roseville Specific Plan, Draft Environmental Impact Report*, May 1997, confirmed by personal communication on March 13, 2000, with Terry Sharp, Roseville Fire Department.
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What is LAFCO. [Http://www.calafco.org/lafco.htm](http://www.calafco.org/lafco.htm)

Persons and/or Agencies Contacted or Consulted

Brad Marenger, Placer County Sheriffs Department, personal communication, June 1999.

Bill Brattain, Project Manager, Regional Water Quality Control Board, personal communication, March 8 and March 14, 2000.

Captain John Barrow, Roseville Police Department, personal communication, August 5, 1999.

Cindy Eckels, Placer County Sheriffs Department, Administrative Support, personal communication, June 1999.

Captain Joel Neves, Roseville Police Department, personal communication, April 6, 2000.

Dennis Huff, Consulting Engineer, Foothills Business Park Offsite Flood Impacts, March 30, 2000.

Gail Smithson, City of Roseville Police Department, Administration, personal communication, June 1999, and October 22, 1999.

Kelye McKinney, Senior Civil Engineer, City of Roseville Environmental Utilities Department, written communication, September 1999.

Linda Cassinelli, Administration, personal communication, July, 1999.

Nels Tahti, Administrative Analyst, Roseville Fire Department, personal communication, January 5, 2000, April 7, 2000, and June 9, 2000.

Pete Hnat, Battalion Chief, Roseville Fire Department, personal communication, July 27, 1995.

Katie Shardt, Land Use Consultant, personal communication, March 13, 2000.

Terry Sharp, Assistant Fire Chief, Roseville Fire Department, personal communication, March 9, 2000 and March 13, 2000.

8. REPORT PREPARATION

8.0 REPORT PREPARATION

Lead Agency

City of Roseville
Planning Department
316 Vernon Street, Suite 104
Roseville, California 95678

Planning Department Staff
Planning Director
Principal Planner

Michael Dour
Patty Dunn
Dan Dameron

EIR Authors

EIP Associates
1200 Second Street, Suite 200
Sacramento, California 95814
(916) 325-4800

Project Director
Project Manager
Deputy Project Manager
Land Use
Aesthetics and Visual Resources
Biological Resources
Flooding and Drainage
Traffic and Circulation
Air Quality
Noise
Public Services and Utilities
Hazards

Adrienne Graham, AICP
Christine Kronenberg, AICP
Harriet Lai Ross
Anna Price
Christine Kronenberg
Mark Genaris
Harriet Lai Ross
Christine Kronenberg/Adrienne Graham
Bill Johnson
Christine Kronenberg
Harriet Lai Ross
Mark Norberg

Report Preparation
Design/Graphics

Emma Gill, Ann Hamilton, Sherrie Sparks
Mark S. Biegaj

EIR Subconsultants

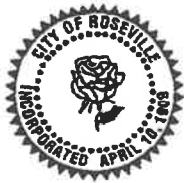
Transportation

KD Anderson Transportation Engineers

APPENDICES

APPENDIX A

NOP AND INITIAL STUDY



**PLANNING
CITY OF ROSEVILLE
TRADITION ■ PRIDE ■ PROGRESS**

316 VERNON STREET, 104 ■ ROSEVILLE, CA 95678 ■ PHONE (916) 774-5276

DATE: February 1, 2000

TO: Responsible and Trustee Agencies of California
Interested Individuals

FROM: City of Roseville
Planning Division
Community Development Department
316 Vernon Street, Suite 104
Roseville, CA 95678

SUBJECT: Notice of Preparation for a Draft Environmental Impact Report for the Foothill Business Park Annexation

The City of Roseville will be the Lead Agency and will prepare an Environmental Impact Report (EIR) for the Foothill Business Park Annexation. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the EIR prepared by the City when considering your permit or other approval for the project.

The project description, location and the probable environmental effects are contained in the attached Notice of Preparation.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but not later than thirty (30) days after receipt of this notice. Please send your response to me at the address listed above by 5:00 p.m., March 6, 2000.

Thank you in advance for your prompt response to this Notice of Preparation.

Sincerely,

Michael J. Dour
Associate Planner

Attachments: Notice of Preparation

Notice of Preparation and
Draft Initial Study for the
Foothill Business Park Annexation

Prepared for:

City of Roseville

Prepared by:

EIP Associates

February 2000

**NOTICE OF PREPARATION OF A DRAFT
ENVIRONMENTAL IMPACT REPORT FOR THE
FOOTHILL BUSINESS PARK ANNEXATION**

1.0 BACKGROUND INFORMATION

Project Name: Foothill Business Park Annexation

Name of Proponent and Address: Stanford Ranch, LLC
P.O. Box 1200
Rocklin, CA 95677
(916) 624-0613

Lead Agency and Contact: City of Roseville Planning Department
Mike Dour, Associate Planner
316 Vernon Street, Ste. 104
Roseville, CA 95678
(916) 774-5276 phone
(916) 774-5129 fax

Date NOP Completed: February 3, 2000

2.0 INTRODUCTION

The City of Roseville is the lead agency for the preparation of an Environmental Impact Report (EIR) for the Foothill Business Park Annexation located in western Placer County, California. The project site is located in an unincorporated area of Placer County and is included within the County's recently adopted Sunset Industrial Area Plan. The project site is located within the City of Roseville's Sphere of Influence and the project applicant is seeking to annex the site to the City of Roseville.

The attached Initial Study identifies those issues that the City anticipates will be addressed in the EIR. Project impacts identified in the Initial Study (IS) which would result in either no impact or a less-than-significant impact would not be further addressed in the EIR unless otherwise noted in the Initial Study or a comment is received on the Notice of Preparation (NOP)/IS requesting the issue be further analyzed in the EIR. To ensure that a full range of issues related to the proposed project are addressed and all potentially significant issues are identified, written comments are invited from all interested parties. Written comments concerning the proposed EIR for the Foothill Business Park Annexation should be directed to the City of Roseville, address listed above. Written comments on the scope of the EIR will be accepted by the City of Roseville through March 6, 2000 at 5:00 p.m.

3.0 PROJECT LOCATION

The proposed project site is located in an unincorporated area of western Placer County, California adjacent to the northern boundary of the City of Roseville, as shown in Figure 1. The 92-acre project site is bounded by the Union Pacific railroad tracks and Industrial Avenue to the east and a power line corridor to the Southwest. In addition, the project site is located in the southern portion of the 8,899-acre area Sunset Industrial Area and is currently designated for industrial development.

The project site is generally situated four miles northwest of the intersection of Interstate 80 (I-80) and Highway 65 in the City of Roseville. State Highway 65 provides access from the northwest and intersects I-80 in Roseville. The project site is approximately one half mile north and west of the Blue Oaks Boulevard interchange on SR 65.

4.0 PROJECT DESCRIPTION

The proposed Foothill Business Park Annexation (proposed project) is located under Placer County's jurisdiction, but is within the City of Roseville's Sphere of Influence. The project applicant is seeking to annex the project site to the City of Roseville. The project site is within the Sunset Industrial Area Plan in an area designated as the Nicholas/Duluth Area and is currently designated for industrial uses. Pleasant Grove Creek flows through the northern portion of the site. The project, as proposed, would develop approximately 73 acres of the project site, primarily south of Pleasant Grove Creek. Nineteen acres surrounding and including the creek are designated for open space. The project site includes a 7.37-acre parcel north of Pleasant Grove Creek which is also proposed for light industrial development.

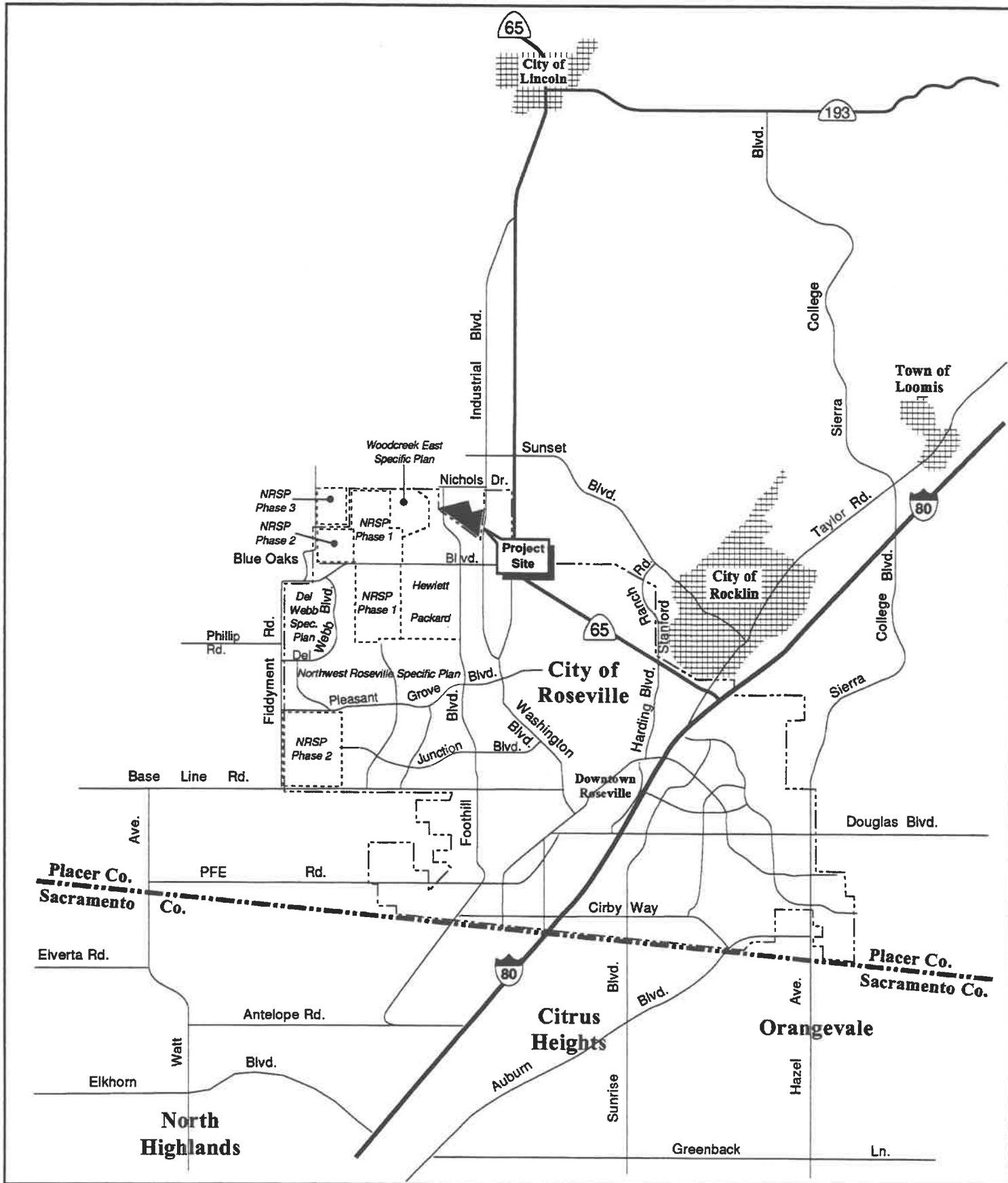
Land Use

The land use plan for the proposed project includes 63.7 acres designated for light industrial uses, 19.09 acres designated for open space along Pleasant Grove Creek, 5.1 acres designated for public/quasi-public uses, and 3.7 acres designated for roadways. The project proposes a total of 883,906 square feet of light industrial uses.

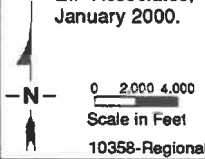
Infrastructure

Roadways

The proposed project includes an internal loop road that would extend from the terminus of Winding Creek Way through the project site ultimately connecting to Foothills Boulevard as shown on Figure 2. On an interim basis, road access to the 7 -acre parcel located north of Pleasant Grove Creek would be through the County. In the future, access to this parcel would be provided through the City by the extension of Foothills Boulevard.



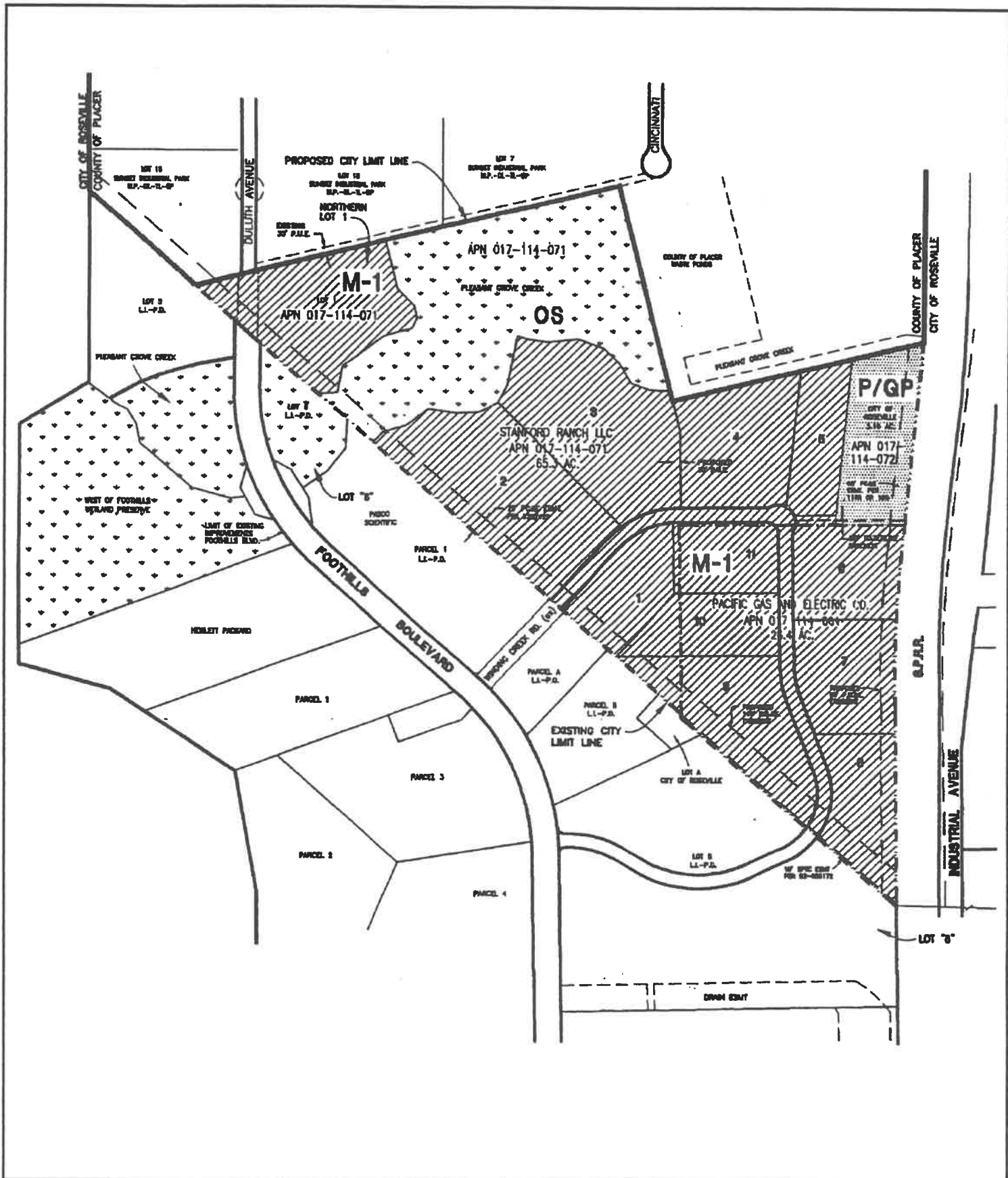
SOURCE:
EIP Associates,
January 2000.



- Project Site
- Specific Plan Boundaries
- Roseville City Limits



Figure 1
Foothill Business
Park Annexation
Project Site




 -N-
 No
 Scale

SOURCE: Spannagel and Associates, Civil Engineering &
 Land Surveying, EIP Associates, January 2000.


 10358-Site-Layout/Land-Use

Figure 2
Foothill Business Park
Annexation Project Site
Layout and Land Uses

Foothills Boulevard may be extended north through the project site connecting to Duluth Avenue. A bridge would be constructed across Pleasant Grove Creek. This is a planned roadway improvement included within the City's Capital Improvement Program (CIP). Impacts associated with these planned improvements will be addressed in this document as well as in the separate environmental review being prepared for the City's CIP.

Water

Since the project site is not located within the City of Roseville, City water service is not available on the site at present. The project site is located within the water service boundaries of the Placer County Water Agency (PCWA), but no water infrastructure is located on-site. Upon annexation, it is anticipated water service to the project site would be provided in one of the ways outlined below.

- PCWA may provide water to the site via a direct connection to PCWA water infrastructure; or
- PCWA may provide water to the site through the City of Roseville's water infrastructure; or
- The project applicant and City may pursue other options to provide water to the site.

On an interim basis, water service to the 7 -acre parcel located north of Pleasant Grove Creek may be through PCWA.

The connection to off-site water infrastructure would be considered part of the proposed project.

Wastewater

Since the project site is not located within the City of Roseville, City Sewer service is not available to serve the site at present. However, an existing 42-inch City sewer line bisects the project site and parallels Pleasant Grove Creek. It is anticipated that once the site is annexed to the City, the project would tie into this existing sewer line, and wastewater generated by the proposed project would be treated at the Pleasant Grove Wastewater Treatment plant which is anticipated to be operational by the end of year 2002. On an interim basis, the 7-acre parcel located north of Pleasant Grove Creek may be served by the County.

Fire Service

The project site is currently serviced by Placer County. Once annexed, fire protection services would be provided by the City of Roseville Fire Department (RFD). The first responding fire station to the project would be the Blue Oaks Fire Station which is not yet constructed, but is anticipated to be operational by the year 2003. Although a specific site has not yet been selected for the fire station, RFD is considering a site east of the NRSP area along Blue Oaks Boulevard.

In addition, an interim fire station (Station #5) is currently located within Mahany Park at the intersection of Pleasant Grove and Woodcreek Oaks Boulevard. Station #5 would serve as the second responding engine for the proposed project.

Police Protection

The Placer County Sheriff's Department currently provides law enforcement services to the site; however, once the site is annexed to the City police protection would be provided by the City of Roseville Police Department(RPD). Operations and patrols are provided out of a central station located on Junction Boulevard, approximately 3 miles from the proposed project site.

Electric

Upon annexation, electric service will be provided by Roseville Electric. Necessary improvements would include tying into existing infrastructure located along Foothills Boulevard and also constructing off-site improvements along Industrial Boulevard. It is anticipated that the parcel north of Pleasant Grove Creek would also be served by Roseville Electric with existing facilities located north of the Creek.

Bike Trail

The project would construct a bike trail from Foothills Boulevard west to the Woodcreek East Project. The bike trail is an off-site improvement that would be located on a vacant parcel zoned light industrial (M1). A wetland preserve is located on this parcel. A specific trail alignment has not yet been selected.

Public/Quasi-Public

The City currently owns a 5.1-acre parcel on the site which would be used by the City for a municipal water tank(s).

5.0 PROJECT SETTING

The Foothill Business Park site is undeveloped at present. The topography of the site is gently rolling terrain covered with native and non-native grasslands. Pleasant Grove Creek transects the northern portion of the site. The area near the creek includes mature valley oaks and blue oak trees. Wetlands which are comprised of vernal pools, seasonal marsh and intermittent drainages exist on the site. A majority of the wetlands are located within a wetland preserve (area designated for open space). Additional wetlands totaling 1.17 acres are located on the PG&E parcel.

Surrounding Land Uses

The Foothill Business Park site is located adjacent to the northern boundary of the City of Roseville. Directly west of the project site is vacant land within the City of Roseville that is zoned light industrial. In the vicinity of the project site residential developments have been

approved, completed or are under construction within the City of Roseville. The closest residential property is located approximately 1000 feet west of the project site in the 350-unit Woodcreek East project. Further to the west are residential areas in the North Roseville Specific Plan area. Commercial and industrial development is located south and east of the project site, within the City's North Roseville Industrial Area, projects include NEC and Hewlett-Packard facilities, and Albertsons Distribution Center.

Placer County lands to the north of the project site are designated for industrial uses under the Sunset Industrial Area Plan.

6.0 PROJECT ALTERNATIVES

The EIR will analyze alternatives to the proposed project including a No Project/No Development Alternative which assumes no development occurs on the project site and a No Project/No Action Alternative which assumes development would occur as planned under the Sunset Industrial Area Plan. In addition, a Reduced Intensity Alternative will be analyzed which reduces the total number of acres to be developed. An Offsite Alternative will also be analyzed. It is anticipated additional alternatives to the proposed project may be analyzed, but have not been defined at this time.

7.0 CUMULATIVE ANALYSIS

The cumulative analysis will be based on buildout of the City through 2020 including buildout of all the City's Specific Plan areas. In addition, the cumulative context will include any new projects planned within the County as well.

8.0 PROJECT APPROVALS

The anticipated project entitlements would include a General Plan amendment to annex the project site to the City of Roseville and to amend the City's Land Use Map, rezone/prezone, development agreement, annexation, tentative subdivision map and any other ancillary entitlements necessary to implement the project. The EIR for the proposed project would cover all of these entitlements. The EIR will serve as the environmental basis for the construction of required public improvements, including, but not limited to, roadways, water/sewer/electrical infrastructure, and bike trails. The EIR will also provide the basis for the environmental review for subsequent approvals, such as use permits and design review permits.

The project applicant is requesting that the project site be annexed to the City of Roseville. The Placer County LAFCO will use this EIR during their review of the proposed annexation. The EIR will address consistency with applicable LAFCO policies.

In addition to the above entitlements, implementation of the proposed project will require approval of the following permits from federal, state and other agencies. Note this list is not all inclusive additional permits may be identified during preparation of the EIR.

- U.S. Army Corps of Engineers approval under the Nationwide Permit Program and Section 404 Individual permits;
- Regional Water Quality Control Board permits related to the control of nonpoint source runoff pursuant to the National Pollutant Discharge Elimination System (NPDES) permit requirements; and
- State General Construction Activity Storm Water permit, issued by the Regional Water Quality Control Board for projects over 5 acres.

INITIAL STUDY CHECKLIST

BACKGROUND

Project Title: Foothill Business Park Annexation

Lead Agency Name and Address: City of Roseville Planning Department
316 Vernon Street, Ste. 104
Roseville, CA 95678

Address and Phone Number of Project Contact: City of Roseville Planning Department
Mike Dour, Associate Planner
316 Vernon Street, Ste. 104
Roseville, CA 95678
(916) 774-5276

Project Sponsor's Name and Address: Stanford Ranch, LLC
P.O. Box 1200
Rocklin, CA 95677
(916) 624-0613

ENVIRONMENTAL CHECKLIST

Introduction

Following is the environmental checklist form presented in Appendix G of the CEQA Guidelines. The checklist form is used to describe the impacts of the Proposed Project. A discussion follows each environmental issue identified in the checklist. Included in each discussion are project-specific mitigation measures recommended as appropriate as part of the Proposed Project.

For this checklist, the following designations are used:

Potentially Significant Impact: An impact that could be significant, and for which no mitigation has been identified. If any potentially significant impacts are identified, an EIR must be prepared.

Less than Significant with Mitigation: An environmental impact that can be mitigated to a less-than-significant level by mitigation measures identified in this Initial Study. Mitigation measures identified in the Initial Study will be included in the EIR as an Appendix and will be part of the Mitigation Monitoring Program (MMP) prepared for the proposed project. These mitigation measures will ultimately become conditions of project approval. Project-specific mitigation measures identified in this Initial Study are indicated by the header "Mitigation Measures" and are numbered consecutively.

Less-Than-Significant Impact: Any impact that would not be considered significant under CEQA relative to existing standards.

No Impact: The project would not have any impact.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|---|--|--|
| <input checked="" type="checkbox"/> Aesthetics | <input checked="" type="checkbox"/> Agriculture Resources | <input checked="" type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology/Soils |
| <input checked="" type="checkbox"/> Hazards & Hazardous Materials | <input checked="" type="checkbox"/> Hydrology/Water Quality | <input checked="" type="checkbox"/> Land Use/Planning |
| <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Noise | <input checked="" type="checkbox"/> Population/Housing |
| <input checked="" type="checkbox"/> Public Services | <input type="checkbox"/> Recreation | <input checked="" type="checkbox"/> Transportation/Traffic |
| <input checked="" type="checkbox"/> Utilities/Service Systems | <input checked="" type="checkbox"/> Mandatory Findings of Significance | |

DETERMINATION (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- I find that the Proposed Project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- I find that although the Proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the applicant. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
- I find that the Proposed Project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
- I find that the proposed project **MAY** have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or **NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR OR **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Michael Dowd
Signature

2/1/00
Date

Michael Dowd
Printed Name

City of Roseville
For

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
1. LAND USE AND PLANNING.				
<i>Would the project:</i>				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating on environmental effect?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

- a. The project site is currently undeveloped and does not contain an established community; therefore, implementation of the proposed project would not physically divide an established community or result in an adverse impact on the physical arrangement of any other developed areas within the city. Therefore, *no impact* would occur under the proposed project. This issue will not be further addressed in this EIR.
- b. The project site consists of 92 acres located in western Placer County, within the Sunset Industrial Area. It is outside the City of Roseville city limits, but within the City of Roseville’s Sphere of Influence (SOI). The project applicant is seeking to annex the site to the City. The project site is currently designated for industrial uses in the Placer County General Plan and the Sunset Industrial Area Plan. The site is currently zoned for industrial park-design scenic-corridor special purpose uses with the specific designation of INP-DC-TM-SP

The proposed project would require annexation to the City of Roseville and an amendment to the City’s General Plan. The land use designations would include Light Industrial (LI), Public/Quasi-public (P/QP), and Open Space (OS). Development of the project would result in the conversion of undeveloped land to light industrial and public uses. This would be consistent with existing General Plan designations and is not anticipated to result in incompatible land uses with existing and planned off-site land uses.

Because the project site is to be annexed into the City of Roseville, it must be consistent with applicable LAFCO policies and compatible with adjacent land uses within the City of Roseville and the County. Potential inconsistencies are considered a *potentially significant impact* and will be evaluated further in the EIR.

- c. No habitat conservation plans or natural communities conservation plans have been adopted on or near the project site. However, the City is developing conservation plans for other projects; therefore, the biological resources section of the EIR will address the potential for conflicts with any conservation plans. This is considered a *potentially significant impact* that will be further addressed in the EIR.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<p>2. AGRICULTURE RESOURCES: <i>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:</i></p>				
<p>a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program in the California Resources Agency, to non-agricultural use?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>c. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a. The project site is located within an area classified as Grazing land by the California Department of Conservation.¹ Grazing land does not meet any of the criteria for Prime Farmland, Unique Farmland, Farmland of Statewide Importance and agricultural land of significant economic importance to the County. Because the project site does not contain any Prime Farmland, Unique Farmland, or Farmland of Statewide importance, the conversion of agricultural land to urban uses under the proposed project would be *less than significant*. This issue will not be further addressed in the EIR.
- b. The project site is not under a Williamson Contract, and is currently designated for industrial uses under both the Placer County General Plan and the City General Plan. Therefore, *no impact* would occur and this issue will not be further addressed in the EIR.
- c. The project site is located adjacent to lands designated for industrial uses; however, current activities consist primarily of grazing. Although development of the proposed project site would urbanize an area in close proximity to undeveloped areas still used primarily for grazing cattle, the project would not conflict with adjacent use because the

proposed project is similar to existing uses within the area, including Hewlett Packard and NEC electronics. In addition, the Sunset Industrial Area north of the project site is planned for industrial development.

The proposed project would extend existing infrastructure including electricity, water and sewer lines, and would generate development densities similar to those proposed to the north in the Sunset Industrial Area. Development of the site could increase development pressure on adjacent areas in the County to develop. Annexation of the proposed project site and impacts associated with the annexation and future annexations, if any, would likely depend on consistency with Placer County Local Agency Formation Commission (LAFCO) Guidelines and the General Plans of the City of Roseville and of Placer County. Any annexation would be expected to be processed in accordance with criteria adopted by each agency and with the requirements of CEQA.

Land planned for future development in the City does not contain prime or unique farmland, or farmland of statewide importance.² The majority of agricultural land within the region has been classified by the Department of Conservation as Farmland of Local Importance and Grazing land. Therefore, it is not anticipated that implementation of the proposed project would result in the conversion of Farmland to non-agricultural uses. This is considered a *less-than-significant impact*, however, this issue will be further evaluated in the EIR.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3. POPULATION AND HOUSING.				
<i>Would the project:</i>				
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	■	□	□	□
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	□	□	□	■
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	□	□	□	■

Discussion

- a. Implementation of the proposed project would directly affect growth in the Roseville area by providing for the construction of approximately 883,906 square feet of light industrial uses and constructing new infrastructure to accommodate this growth. Adoption of the proposed project could increase pressure to develop adjacent areas within and around the unincorporated area of western Placer County since this project would result in the conversion of undeveloped land to urban uses. Because the proposed project could create development pressure on adjacent lands, the project's growth inducing potential is considered a *potentially significant impact*, and will be evaluated in the EIR.
- b,c. The project site is currently undeveloped, so implementation of the proposed project would not affect any existing housing conditions nor displace individuals necessitating the construction of replacement housing elsewhere in the city or county. Therefore, *no impact* would result. This issue will not be further addressed in the EIR.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
4. GEOLOGY AND SOILS.				
<i>Would the project:</i>				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
I. Rupture of a known earthquake fault, as delineated on the most recent Alquist - Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in substantial soil erosion, or the loss of topsoil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soils, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

ai-iii. No known geologic faults exist on the project site. Placer County is classified as a low severity earthquake zone and no active faults are known to exist within the county. The project site is not located within an Alquist-Priolo Special Studies Zone. Compliance with Uniform Building Codes (UBC) regarding seismic safety is required which would ensure

that new development and construction meet all seismic safety standards, protecting the public by reducing the risk of building damage or collapse. Because all new buildings would be required to follow specific seismic safety standards, hazards associated with strong ground shaking would not be significant. Hazards associated with liquefaction occurring are considered low because of the composition of soils on the project site, which consist of Cometa-Fiddymment complex, Fiddymment-Kaseberg loams, Kilago loams and Xerofluvents. Kilago loam and Cometa-Fiddymment complex comprise the majority of the project site. Fiddymment-Kaseberg loams have low shrink-swell potential. For these reasons, potential impacts associated with fault rupture, strong groundshaking, seismic-related ground failure, including liquefaction are considered *less than significant* under the proposed project. This impact will not be further addressed in the EIR.

- iv. Due to the topography of the project site, landslides and slope instability are not known to be problems in this area. Any proposed development, including any activities that require grading, would be required to comply with the City's Improvement Standards. These standards require that prior to grading, the project applicant submit a site-specific geotechnical study and an erosion and sedimentation control plan. Site development standards to protect slopes are also set forth in the Uniform Building Code (UBC). Implementation of State regulations, local grading requirements, and industry standards would minimize the risk associated with landslides; therefore, the impact would be *less than significant*. This issue will not be further addressed in the EIR.
- b. The topography of the project site is characterized by gently rolling grasslands. Site preparation would consist primarily of grading. Other than shallow utility trenches, there would be no extensive excavations or hillside cuts and fills. Furthermore, soils on the site are classified by the California Department of Conservation as having low erosion potential. Therefore, substantial soil erosion is not expected during construction. After construction, exposed soils would be covered by impervious and semi-impervious surfaces and landscaping, which would prevent soil erosion. It is not anticipated that any topsoil would be exported off the site resulting in a loss of topsoil. Any grading activities would be required to comply with the results of a site-specific geotechnical evaluation (see Mitigation Measure 1, below) and the City's Improvement Standards, which require the applicant to submit a site-specific erosion and sedimentation control plan. Therefore, impacts will be *less than significant*, and this issue will not be further evaluated in the EIR.

Mitigation Measure 1

Prior to the commencement of any earthwork on the proposed project, a full-scale geotechnical investigation must be completed. The geotechnical investigation is to include:

- Soil borings;
- Laboratory testing; and
- Grading and design recommendations.

The grading and design recommendations should, at a minimum, address the following issues:

- Fill control plan;

- *Expansive soils;*
- *Differential settlement;*
- *Slope instability;*
- *Foundation instability;*
- *Stream bank protection; and*
- *Other significant geological characteristics pertinent to proper development of the project site.*

The geotechnical investigation shall consist of soil borings to collect samples and laboratory testing to determine the appropriate design parameters for use in determination of the structural fill, roadbed fill, and landscaping fill requirements, along with the fill placement requirements. The various soils should also be tested for corrosivity, to allow for proper foundation design.

The geotechnical evaluation shall also provide grading and design recommendations to address potential slope and foundation instability, stream bank protection and slope evaluation, expansive soils, and differential settlement. The report shall evaluate the soil types to test for shrink-swell potential to determine load bearing and strength concerns.

Design of engineered fills shall require that the geotechnical investigation assess the structural properties of each of the different soils types throughout the project site. Such an investigation would address specific areas of the project site to be developed in order to account for the various structures and roadways proposed for that particular area. In addition to evaluation for engineered fills, specific geotechnical evaluation of engineered slopes shall be included in the geotechnical evaluation. Any cut and/or fill slopes shall be evaluated for proper design in order to reduce the hazard of over-steepening and/or removing of their lateral support, both of which could lead to slope instability, structural failure, and landsliding. If necessary, slopes shall be designed with additional lateral support, such as buttressing, and fill slopes shall be properly keyed into competent formational materials.

Grading and fill placement shall be monitored and compaction testing should be performed to ensure proper placement of all fill types (structural, non-structural, and roadbed).

In addition to the measures mentioned above, soils shall be tested for their shrink-swell potential. Soils with low strength and/or high shrink-swell potential shall be controlled by over-excavation, or covering with a sufficient amount of granular soils (as determined by the geotechnical investigation). Potentially expansive soils shall only be placed in areas determined not to consist of structural fill.

The City of Roseville Department of Public Works Improvements Standards require that a grading permit be obtained prior to grading activities. At this time the Applicant must submit, for review and approval, Improvement and/or Grading Plans along with a site-specific erosion and sedimentation control plan.

- c-d. Please see responses to Items i-iii, above. The Roseville area is not known to have experienced significant subsidence or development constraints due to subsidence.³ The soil conditions on the site do not appear to pose any substantial constraints to future development in this area. However, because soil characteristics such as high shrink-swell potential, slow permeability, and low strength can affect overlying structures, particularly if the structure is located on soils of differing physical properties, foundations or structures could be subject to damage or failure if the results of detailed soils studies are not reflected in project design. Implementation of Mitigation Measure (1) (see above) would reduce potential impacts related to soil conditions, including expansive soils, to a *less-than-significant level*. Additional mitigation is not required, and this issue will not be further addressed in the EIR.

- e. The entire project would be connected to the City's new Pleasant Grove Wastewater Treatment Plant. The Pleasant Grove Wastewater Treatment Plan is scheduled to be completed at the end of 2002. No individual septic tanks would be used for wastewater removal so *no impact* would occur. This issue will not be further addressed in the EIR.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
5. HYDROLOGY AND WATER QUALITY				
<i>Would the project:</i>				
a. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (i.e., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Otherwise substantially degrade water quality?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g. Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h. Place within a 100-year floodplain structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j. Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a,c. Construction activities associated with project development would entail disturbing more than five acres; therefore, contractors would be required by State law to obtain and comply with the State General Construction Activity Stormwater Permit. This would prevent or reduce any adverse water quality impacts due to construction. In addition, project construction would be required to comply with the City’s Improvement Standards which require an Erosion Control Plan be prepared and retained on-site. No additional mitigation is required.

During project operation, stormwater runoff could carry small amounts of oil, grease, and heavy metals into waterways. Implementation of Best Management Practices (BMPs) and compliance with applicable federal, State, and local water quality regulations would reduce the amount of contaminants reaching surface water. In addition, consistent with the General Plan, the project applicant would be required to implement structural and non-structural BMPs as part of individual subdivision maps to assure long-term water quality control measures. Structural measures would include such things as perimeter controls, diversion channels, sedimentation collection systems, and soil stabilization methods. In addition, grassy swales may be included in the project design to convey runoff to either a stabilized channel or directly into a BMP facility (e.g., constructed wetland area). Any post-development activities would comply with the State General Municipal Stormwater Permit and any other federal and State requirements.

The project would alter existing on-site drainage patterns through the development of structures, roadways, and landscaping. Erosion or siltation that could occur on-site or off-site as a result of site development would be controlled through implementation of the water quality-protection requirements described above. There would be no alteration of existing stream channels that would increase erosion or siltation.

As discussed earlier, all new development would connect to the City’s new Pleasant Grove wastewater conveyance and treatment system. The project would generate wastewater from domestic sources, which would contain minimal amounts of constituents that could affect the quality of treatment plant influent and effluent. Light industrial development associated with the site could generate .76 million gallons per day (mgd) of

wastewater, based on a generation rate of 1,040 gallons per acre per day, assuming all 73 acres are developed with light industrial uses. It is anticipated the Pleasant Grove Wastewater Treatment Plant would handle the increase in flows associated with the 883,906 sf of light industrial development, and wastewater would be treated prior to discharge according to requirements set forth by the Regional Water Quality Control Board. Therefore, it is not anticipated that any waste discharge requirements would be violated.

For the above reasons, it is not anticipated that either project construction or operation would violate any Regional Water Quality Control Board standards or result in substantial erosion or siltation on- or off-site, and the impact on water quality would be considered *less than significant*. This issue will not be further addressed in the EIR.

- b. The majority of the soils within the project site are impermeable or underlain by hardpan. In these areas, infiltration is low, thereby limiting groundwater recharge. Groundwater recharge in the project area primarily occurs within the stream channel of Pleasant Grove Creek. A portion of Pleasant Grove Creek bisects the northern portion of the project site. The area to the north of the creek, with the exception of the 7.37 acre parcel would be left undeveloped. Development of the proposed project south of the creek, would result in the creation of impervious and semi-pervious surfaces. However, this would not significantly affect groundwater recharge potential, which is limited under existing conditions due to the type of soils on the site.

Groundwater wells would not be used to serve the project site; therefore, wells on the adjacent lands would not be affected. For these reasons, groundwater impacts would be *less than significant*, and will not be further addressed in the EIR.

- d-f. Development proposed under the project would increase the amount of impervious surfaces, which would generate additional runoff over that which currently exists. Increased runoff rates or volumes could result in localized (project-specific) or downstream (cumulative) flooding.

Because the project has the potential to substantially alter the existing drainage pattern of the site, this is considered a *potentially significant impact* and will be further evaluated in the EIR.

- g-h. In the Roseville area, flooding is primarily associated with stormwater runoff exceeding the capacity of stream channels and drainage facilities. Runoff has the potential to exceed the capacity of existing drainage systems within the project site. As previously stated, the area surrounding Pleasant Grove Creek, including portions of the floodplain would be designated as open space. According to the FEMA flood insurance rate map and discussions with the project engineer, all development proposed to the north and south of Pleasant Grove Creek is not located within a 100-year floodplain. Therefore, this is considered a *less-than-significant issue* that will not be further evaluated in the EIR.

- i. There are no dams within close proximity to the project site, and the project site is not within an area of dam failure inundation.⁴ Therefore, there would be *no impact* related to dam failure inundation, and this issue will not be further evaluated in the EIR. For a discussion of stormwater runoff and potential flooding, please see Item 5d.

- j. The project site is not located near a lake or other surface water body in which a seiche or tsunami could directly or indirectly affect the site. In addition, the project site is not located near a volcano and no volcanic activity has been identified either on or near the site. Therefore, *no impact* would occur, and this impact will not be further evaluated in the EIR.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<p>6. AIR QUALITY. <i>Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations:</i> <i>Would the project:</i></p>				
<p>a. Conflict with or obstruct implementation of the applicable air quality plan?</p>	■	□	□	□
<p>b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?</p>	■	□	□	□
<p>c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?</p>	■	□	□	□
<p>d. Expose sensitive receptors to substantial pollutant concentrations?</p>	■	□	□	□
<p>e. Create objectionable odors affecting a substantial number of people?</p>	□	□	■	□

Discussion

The proposed project is located in the Sacramento Valley Air Basin (SVAB), and is under the jurisdiction of the Placer County Air Pollution Control District (PCAPCD). The PCAPCD regulates air quality through its permit authority and through its planning and review activities over most types of stationary emission sources. The PCAPCD is responsible for implementing emissions standards and other requirements of federal and State laws.

Placer County is in nonattainment for particulate matter (PM₁₀) under State standards and ozone(O₃) under State and federal standards.

a-c. **Construction**

Implementation of the proposed project would involve the use of heavy equipment and vehicles during construction activities. These activities would be short-term and would not involve any permanent stationary sources. Grading activities would generate dust (PM₁₀), and construction equipment exhaust would contain reactive organic gases (ROG),

nitrogen oxides (NO_x), and carbon monoxide (CO). The proposed project would result in construction-related increases in criteria air pollutant emissions that could temporarily exceed adopted standards. This would remain a *potentially significant impact* and will be evaluated further in the EIR.

Operation

The proposed project would result in an increase in vehicle trips. Operation of the proposed project would result in criteria air pollutant emissions from project-related motor vehicle trips and land-use-based sources such as natural gas combustion.

Both construction and operational emissions would hinder implementation of adopted air quality plans. Criteria air pollutant emissions associated with project construction and operation could exceed adopted APCD criteria. This would be a *potentially significant impact* and will be further addressed in the EIR.

- d. The project site is located in close proximity to planned residential development (Woodcreek East); therefore, existing and future receptors could be exposed to temporary localized increases in criteria air pollutant emissions as a result of construction activities, to motor vehicle exhaust emissions associated with occupancy of the project site and adjacent development, and from nearby land uses. This is a *potentially significant impact* and will be further evaluated in the EIR.
- e. Construction of the proposed project could result in temporary localized odors noticeable by some people. However, the increase in construction-related odors would be temporary and limited to the duration of construction. Because the proposed project is slated for light industrial uses there is the possibility of limited odor-producing activities. The project site would be located near and adjacent to several existing sources of odors, including agricultural operations to the west and light-industrial activities to the north. The types of activities that would occur at these locations would not generate substantial odors. The project would be required to comply with the Placer County Air Pollution Control District air emissions control standards, to ensure that any odor-producing activities would not affect any nearby residential areas. Because of the facilities' distance relative to the project site (over 1 mile), potential odors from the Western Regional Landfill to the north would not be noticeable. Therefore, potential odor impacts associated with the project would be *less than significant*. However, this issue will be further addressed in the EIR.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
7. TRANSPORTATION/TRAFFIC				
<i>Would the project:</i>				
a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	■	□	□	□
b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	■	□	□	□
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	□	□	□	■
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	□	□	■	□
e. Result in inadequate emergency access?	■	□	□	□
f. Result in inadequate parking capacity?	□	□	□	■
g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	■	□	□	□

Discussion

- a,b. The development of the proposed project would generate an increase in motor vehicle trips. The increase in trips could affect the volume-to-capacity ratio on roads, affect adopted level of service standards, or increase congestion at intersections. This *potentially significant impact* will be further evaluated in the EIR.
- c. There are no airport facilities located within close proximity of the project site. Because the proposed project is not located near any existing aviation facilities and would not involve aircraft operations, it is not anticipated that development of the proposed project would result in a change in air traffic patterns that would result in substantial safety risks. Therefore, *no impact* would occur. This issue will not be further evaluated in the EIR.

- d,e. The proposed project would be designed to provide emergency access and adequate circulation using applicable traffic engineering standards. Adjacent agricultural operations consist primarily of grazing; therefore, farm equipment use on public roadways that access the project site would be minimal, which would limit potential incompatibilities. For these reasons, impacts related to design features would be considered *less than significant*, and will not be further evaluated in the EIR. However, emergency access to the parcel north of Pleasant Grove Creek may be a significant issue. Impacts related to emergency access for the parcel north of Pleasant Grove Creek would be considered *potentially significant* and will be addressed further in the EIR.
- f. On-site parking facilities for the proposed uses would be designed in accordance with the City's parking requirements. It is anticipated that implementation of the proposed project would not result in insufficient parking capacity on or off the project site, because it would be designed to meet City parking standards. In addition, the site is not located in an urban area where existing parking facilities could be adversely affected. Therefore, *no impact* would occur. This issue will not be further evaluated in the EIR.
- g. The proposed project would generate an increase in daily vehicle trips, which could generate increased demand for alternative transportation services including bicycle, pedestrian and bus facilities. This *potentially-significant-impact* will be further evaluated in the EIR.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
8. BIOLOGICAL RESOURCES.				
<i>Would the project:</i>				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	■	□	□	□
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	■	□	□	□
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	■	□	□	□
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?	■	□	□	□
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	■	□	□	□
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan?	■	□	□	□

Discussion

- a-d. A total of 6.58 acres of jurisdictional waters of the U.S., including seasonal streams, vernal pools, and seasonal wetland/marsh were identified during a survey of the project site in December of 1993 for the parcels owned by the Stanford Ranch and in October of 1999 for the PG&E parcel. Vernal pools can provide suitable habitat for vernal pool fairy shrimp and vernal pool tadpole shrimp, which are protected under the Federal Endangered Species Act, and several special status plant species (Boggs-Lake hedge-hysopp, Ahart's dwarf rush, Green's legenera, slender orcutt grass, and Sacramento orcutt grass).

The wetland delineation prepared for the parcels owned by Stanford Ranch was verified by the U.S. Army Corps of Engineers (USCOE) on June 7, 1993 and a Nationwide Permit #26 was issued on August 26, 1993 (NW26 #199300388). The Stanford Ranch parcels include 1.37 acres of seasonal streams, 0.42 acre of vernal pools, and 3.62 acres of seasonal wetland/marsh. Of this acreage, almost all was filled in August 1994. A new Nationwide Permit #26 was issued on September 1, 1998 (NW26 #199800286) to authorize fill to the existing drainage swale not filled in 1994. All completed and anticipated impacts were mitigated for in 1993 and 1994. The compensation wetlands are currently being monitored and are currently in substantial compliance with established success criteria.

The PG&E parcel was found to contain 0.75 acre of vernal pools, 0.28 acre of seasonal wetland and 0.14 acre of drainage swale. Although a wetland delineation has been conducted on this parcel, no permits have been acquired for development.

A reconnaissance-level survey of the project site to identify special-status species was performed in July 16, 1999. The project site consists primarily of non-native annual upland plant species such as yellow star-thistle, riggut brome, Medusahead grass, and wild oat. The site has historically been dry farmed but is currently fallow. The habitat community within the Foothill Business Park site is comprised of two Blue oak and four Valley oak trees. All trees are in fair structural condition and are in fair to good health.

Special-status species include those that are listed as rare, threatened, or endangered by the California Department of Fish and Game or the U.S. Fish and Wildlife Service. Other than plants associated with vernal pools (described below), no special-status plant species were identified on the project site. The potential for western spadefoot toad to inhabit the site is considered low because of marginal habitat. No evidence of the valley elderberry longhorn beetle (VELB) or VELB habitat was noted. Potentially occurring mammalian species include the Townsend's big-eared bat, pallid bat, and the American badger. Suitable roosting habitat for the bat species is very limited due to the lack of any great stands of woodland habitat and absence of other potential roosting sites. The American badger is unlikely due to previous discing and farming practices, and no dens were found on-site during the field survey.

Large native trees present in the northern portion of the site represent potential nesting habitat for white-tailed kite and Cooper's hawk, nesting bird species that are protected under State law. Swainson's hawk, a State-threatened species, has the potential for forage and nest on-site. Special-status bird species that may seasonally forage within the project area, but are not expected to nest there, include: sharp-shinned hawk, ferruginous hawk, red-tailed hawk and short-eared owl. Tricolored blackbirds have the potential for foraging on-site within the wetter portions of the drainages during late spring/early summer months. Potentially occurring ground nesters include the northern harrier and western burrowing owl. The loggerhead shrike, a nesting songbird, may also occur on the project site.

The natural behaviors of wildlife species, including birds and mammals, are disrupted by noise, dust, vibration, human presence, and other aspects of construction activity. The potential disturbance of Swainson's hawk, other legally protected raptors and their nests, and nests of other listed nesting species during project construction would be a potentially significant impact which will be addressed in the EIR.

Removal of grassland habitat could result in long-term adverse effects on the foraging and breeding of the wildlife species that could occur on the project site. Project development could substantially interfere with the movement of resident and migratory wildlife species. The wildlife species that are adapted to live in grasslands or trees would not easily move across future urbanized environments. These *potentially significant long-term impacts* will be further evaluated in the EIR.

- e. Native riparian woodlands and oak woodlands have been identified on the project site. However, the City of Roseville Tree Zoning Ordinance Preservation Chapter protects native oak trees six inches or more in diameter at breast height (dbh), and a permit is required for any activity which would harm, destroy, kill, or remove any protected tree and the replacement of, or payment of an in-lieu fee for the removal of trees is required. The project could require removal of native oak trees, which is considered a *potentially significant impact*. This issue will be further addressed in the EIR. In addition, the EIR will review all local policies for any conflicts.
- f. No Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan has been adopted either on or near the project site. However, because the City is in the process of developing a conservation plan for another project, this issue is considered *potentially significant* and will be further evaluated in the EIR.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
9. MINERAL RESOURCES. <i>Would the project:</i>				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a-b. According to the Placer County General Plan Background Report, there are no current mineral resource sites present within the project area. The County's General Plan does not identify any portion of the site as a locally-important mineral resource recovery site. Development of the proposed project would not result in the loss of availability of a known mineral resource that would be of future value to the region or the State. Therefore, there would be *no impact*. These issues will not be further evaluated in the EIR.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
10. HAZARDS AND HAZARDOUS MATERIALS.				
<i>Would the project:</i>				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. 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, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

a-c. Hazardous materials or commercial products containing hazardous materials would be used in varying amounts during construction and operation of the proposed project. The types and amounts of hazardous materials would vary according to the nature of the activity; therefore, the specific hazardous materials and amounts that would be on-site or transported to the site cannot be determined at this time. Because the proposed uses would be limited to light industrial development, the types and quantities of hazardous materials that could be present during project construction and operation would be limited.

Any hazardous materials delivered to the project site for various purposes would be required to travel on the City's identified Hazardous Materials Transportation Routes . Transportation of any hazardous materials along any City or State roadways is subject to all State Department of Transportation (Caltrans) hazardous materials transportation regulations.

Due to the nature of the project, it is not anticipated that hazardous emissions would be emitted nor would hazardous materials be handled within a one-quarter mile of an existing or proposed school, except for minimal amounts described above. No schools are included as part of this project. The closest school to the project site is located a mile and a half to the west in Neighborhood A of the North Roseville Specific Plan. The school is not yet constructed, but is anticipated to be completed in the near future.

Impacts associated with the transport, use or disposal of hazardous materials, the release of hazardous materials into the environment, and the possibility of hazardous emissions being released into the environment near existing or proposed schools would be considered less than significant. No heavy manufacturing or industrial uses are proposed that could potentially contribute to a more hazardous environment at the project site. The light-industrial activities proposed are not anticipated to generate any hazardous emissions. However should development on the site generate pollutants, it would be required to comply with applicable APCD regulations pertaining to hazardous materials emissions, which would reduce potential effects on adjacent residents. Therefore, these impacts are considered *less than significant*; however, issues associated with hazardous materials will be further analyzed in the EIR.

- d. The project site is not included on the list of hazardous materials compiled pursuant to Government Code Section 65962.5.⁵ A Phase 1 Environmental Site Assessment is being completed for the southern parcel on the project site currently owned by PG&E. The former Sunset Industrial Sewer and septage ponds are located immediately north of the project site and were abandoned in 1986. According to the County, the ponds are slated to be closed sometime in the next year.⁶ The closure of these ponds is regulated by California Code of Regulations, Title 27 and the regional water board. These regulations require the submittal of a closure plan and an assessment of the site. Since the closure of the ponds must conform to RWQCB standards, it is not anticipated hazardous materials would adversely affect the project site.

Although no soil or groundwater contamination has been identified onsite, there is always the possibility that unknown hazards could exist on the site. If soil or items contaminated with hazardous materials in sufficient amounts to present a health risk are inadvertently encountered during site preparation, construction workers could be exposed to adverse health effects. Implementation of the following mitigation measure would reduce the potential risk of exposure to contaminated soils during construction to *less-than-significant levels*. Therefore, this issue will not be further evaluated in the EIR.

Mitigation Measure 2

If evidence of soil contamination is encountered during construction, work shall cease until the area can be tested, and, if necessary, remediated. As part of this process, the City shall ensure that any necessary investigation and/or remediation activities conducted in the Plan Area are coordinated with Roseville Fire Department, Placer County Division of Environmental Health, and, if needed, other appropriate state agencies. Once the site is remediated, construction can continue. The City shall also continue to update its records concerning contamination or hazards that may be present at facilities or sites adjacent to the Plan Area, and take necessary action to ensure that the health and safety of the public is protected.

- e-f. The project site is not located within an airport land use plan, or within 2 miles of a public airport, nor is it located within the vicinity of a private airstrip; therefore, *no impact* would occur associated with public safety and airport facilities. This issue will not be further evaluated in the EIR.
- g. Please see Response to Item 7.e.
- h. The project site is currently undeveloped and the potential for wildland fires is considered low. The project would involve the construction of new buildings and surface parking adjacent to areas designated for open space. Irrigated landscaping would be included as part of the project and would help to reduce the potential for wildland fires on the site. All new construction for light industrial uses would be required to meet the Uniform Fire Code (UFC) standards. In addition, the City of Roseville Fire Department is required to review all plan submittals and will provide a list of requirements for the project to maintain fire safety. Therefore, occupancy of the proposed project would not be subject to significant wildland fire hazard. This impact would be considered *less than significant* and will not be addressed in the EIR.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
11. NOISE. <i>Would the project result in:</i>				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a,c,d Noise conditions in the project site are largely influenced by motor vehicle traffic. The site is also exposed to minor light-industrial and agricultural noise. Noise-sensitive land uses that have been built or are under construction in the vicinity of the project site include a recently approved residential development to the west (Woodcreek East) and existing office and business park uses.

Implementation of the proposed project would involve construction activities that would temporarily increase noise levels in the vicinity of the project area. Earthmoving, materials handling, stationary and impact equipment and vehicles would generate noise

during clearing, excavation, grading, general building, and pipeline construction. General Performance Standards and the City Noise Ordinance limit the hours of operation of construction equipment from 7:00 AM to 7:00 PM on weekdays and 8:00 AM to 8:00 PM on weekends. Compliance with this ordinance would reduce the construction-related noise to a *less than significant* impact; however, construction noise will be addressed further in the EIR.

The State of California General Plan Guidelines and the Roseville General Plan indicate that 65 Ldn is the normally acceptable outdoor noise level for office buildings, business and commercial land uses. The proposed Wood Creeks East development is located approximately 1,000 feet west of the Foothills Boulevard. Due to the distance from the proposed project, noise generated by traffic on Foothills Boulevard would be attenuated and would not adversely affect future residents. Operational noise associated with the project is anticipated to result in a *less than significant* impact; however, noise associated with project operation will be further evaluated in the EIR.

The North Roseville Peaking Facility is located near the project site and has been identified as a noise source. However, noise measurements 1500 feet from the facility indicated that the Leq ranged from 55 to 60 dBA. The project is located farther than 1500 feet from the peaking facility. These recorded values do not exceed the City's adopted noise standards and would be *less than significant*.

- b. Because the proposed project is designated for light industrial uses the project could include uses that would generate excessive vibration or groundborne noise. Since the closest sensitive receptor (future residences) is located approximately 1,000 feet west of the project site, this is considered a *less-than-significant impact*; however, this issue will be further addressed in the EIR.

- e,f. Aircraft noise is generated by aircraft traveling to and from McClellan Air Force Base, Lincoln Municipal Airport, and other airports in the vicinity. No airport 60 dBA noise contour extends within the project site. The project site is not in proximity to a private air strip. Therefore, *no impact* would occur because there are no aircraft-related noise sources nearby, and this issue will not be further addressed in the EIR.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<p>12. PUBLIC SERVICES. <i>Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:</i></p>				
a. Fire protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Police protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Other public facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

a. Currently, Placer County services the Sunset Industrial Area which includes the project site. Fire protection services for the Sunset Industrial Area are provided by the California Department of Forestry and Fire Protection (CDF) under contract with Placer County. CDF operates from a fire station in the City of Lincoln and overall staff consists of two full-time personnel and 40 volunteers.

The Roseville Fire Department (RFD) provides fire protection and suppression services to the city. Currently the City operates four stations with additional stations to be constructed and staffed based on an increase in population. The RFD does not necessarily associate higher population levels with the need for new fire stations. The RFD uses a risk assessment model in relation to existing fire stations to assess the need for a new station. The RFD also uses four different service standards based on emergency type: (1) provide emergency fire services within four minutes 80 percent of the time; (2) provide basic life support services within four minutes 80 percent of the time; (3) provide advanced life support within four to six minutes 90 percent of the time; (4) deliver 500 gallons per minute within 10 minutes.

The first responding station to the project would be the Blue Oaks Fire Station which is not yet complete but is anticipated to be operational by the year 2003. Although the site of the future station has not yet been decided, it may be located east of the NRSP area along Blue Oaks Boulevard. In addition, an interim fire station (Station #5) is currently located within Mahany Park at the intersection of Pleasant Grove and Woodcreek Oaks

Boulevards. Station #5 would serve as the second responding engine for the proposed project. This station would be relocated to a permanent site on the south side of Pleasant Grove Boulevard in Neighborhood D of the NRSP area (Phase 2).

The Roseville Fire Department anticipates response times to the parcel located north of Pleasant Grove Creek would be better than under existing conditions. However, it may not meet the City's current adopted response times.

Impacts associated with fire protection service could be *potentially significant* because on an interim basis, until Foothill Boulevard is constructed, the City fire department may not be able to provide fire protection services to a portion of the site within current adopted standards. This issue will be further evaluated in the EIR.

- b. Law enforcement services for the project site are currently provided by the Placer County Sheriff-Coroner-Marshall's Department (Sheriff's Department). The Sheriff's Department staffing consists of 350 paid staff and 500 volunteers. The Sheriff's Department also currently participates in a master mutual aid agreement with the surrounding cities and counties as well as the state. The Sunset Industrial Area is patrolled by one officer seven days a week, 24 hours a day. The closest sheriff's station to the project site is located in Lincoln.

The City of Roseville Police Department (RPD) provides police protection services to the city. Operations and patrols are provided out of a central station located on Junction Boulevard which is located approximately three miles from the proposed project site. The City does not have an adopted police-to-population ratio, because the RPD has determined that flexibility in service ratios allows the department to better respond to changes in the frequency and nature of crimes.

The City's police department anticipates being able to adequately serve the project site, including the parcel north of the creek. However, for the area north of the creek, the addition of this project may exceed the department's current standards during the interim until the extension of Foothills Boulevard is constructed.

The increase in demand for police services would be considered a *potentially significant impact* because the City police department may not be able to provide adequate police services within current adopted standards. This issue will be further evaluated in the EIR.

- c. The proposed project is anticipated to increase the total number of employees within the area. To the extent that increased employment increases the number of residents in the Roseville area, additional demand for school services would be created. However, school districts can collect impact mitigation fees from both residential and non-residential development. Therefore, this impact would be considered *less than significant* and will not be further evaluated in the EIR.

- d, e. The proposed project consists of business park uses. Given the type of development for the site, the proposed project would not adversely impact parks or other public facilities. Electrical lines are currently located on Industrial Avenue and would eventually service the project site. This would be a *less-than-significant impact*; however, electric service will be further addressed in the EIR.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
13. UTILITIES AND SERVICE SYSTEMS. <i>Would the project:</i>				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Comply with federal, state, and local statutes, and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a. Assuming the entire site would be developed with light industrial development, with the exception of the 19 acres of designated open space, the proposed project would generate approximately .076 million gallons per day (mgd) in wastewater based on a generation rate of 1,040 gallons of wastewater per acre.⁷ Wastewater from the project would be conveyed to the Pleasant Grove Wastewater Treatment Plant via an existing 42 inch sewer line that

lies within Pleasant Grove Creek. The wastewater treatment plant is anticipated to be operational by the end of year 2002. Because development of light industrial uses was assumed for the project site and it is included within the service area of the Pleasant Grove Wastewater Treatment Plant, adequate capacity is available to meet the demand of the project. It is anticipated that the project would not exceed wastewater treatment requirements nor require the construction of a new facility. Therefore, this is considered a *less-than-significant impact* and this issue will not be further addressed in the EIR.

- b. The proposed project would require the extension of City water infrastructure to serve the project site. This is considered a *potentially significant impact* that will be further addressed in the EIR.
- c. As discussed in Item 5d, development would increase the amount of impervious surfaces, which would generate additional runoff over that which currently exists. Because no storm drain facilities are present at the project site, the proposed project may be required to include features to minimize the project's potential contribution to downstream flooding. This *potentially significant impact* will be further addressed in the EIR.
- d. Implementation of the proposed project would increase the demand on existing water supplies. Assuming the entire site would be developed with light industrial uses, with the exception of the 19 acres designated for open space, the proposed project would require 195,494 gallons per day (gpd) of water to meet the needs of the project based on a demand rate of 2,678 gallons per day per acre.⁸

The project site is located within the water service boundaries of the Placer County Water Agency (PCWA), but no water infrastructure is located on-site. The closest City water line to the site is located near the western boundary of the site in Winding Creek Road. Upon annexation, it is anticipated water service to the project site would be provided in one of the ways outlined below.

- PCWA may provide water to the site via a direct connection to PCWA water infrastructure; or
- PCWA may provide water to the site through the City of Roseville's water infrastructure; or
- The project applicant and City may pursue other options to provide water to the site.

The connection to off-site water infrastructure would be considered part of the proposed project. The effect of the project's incremental contribution to the demand on local and regional supplies has not been determined. This *potentially significant impact* will be further evaluated in the EIR.

- e. Please see response to Item 13a,b, above.

- f.g. Solid waste generated within the City is disposed of at the Western Regional Sanitary Landfill located approximately 10 miles north of the City. As of 1997, the remaining capacity of the landfill is 6.37 million tons, with a life expectancy of approximately 25 years.⁹ Placer County is planning on expanding the landfill by 480 acres which would increase the life of the facility by an additional 35 years. The City's Source Reduction and Recycling Element (SRRE) was prepared to implement the State-mandated waste reduction goals established under Assembly Bill 939 (Chapter 1095, Statutes of 1989). Local agencies are required to reduce solid waste generation by 50 percent by the year 2015. Compliance with this mandate would further lengthen the lifespan of the landfill. The proposed project would be anticipated to generate approximately 2,300 tons of solid waste per year, not accounting for compliance with waste reduction goals. The amount of solid waste generated by the proposed project would not substantially reduce landfill capacity or lifespan. Therefore, impacts on solid waste facilities would be *less than significant*. This issue will not be further addressed in the EIR.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
14. AESTHETICS.				
<i>Would the project:</i>				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

a-b. The proposed project would urbanize 73 acres of undeveloped land and reserve 19 acres for open space. The project site is not part of a scenic vista or visible from a State scenic highway. Therefore, project implementation would result in *no impact* on scenic vistas or scenic resources.

c. The proposed project would alter the existing visual character of the project site. The City of Roseville General Plan contains the following community design policies designed to address visual quality:

LG-1 Through the design review process, apply design standards that promote the use of high quality building materials, architectural and sit designs, landscaping signage and amenities.

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

Implementation of the proposed project would permanently alter the existing undeveloped character of the project site through grading and vegetation removal. Views of the project site from the surrounding area would also be affected because the existing character of the site would be significantly altered. However the project will preserve some of the visual character of 19 acres of land by designating it as open space. Alteration of visual character is considered a *potentially significant impact* and will be further evaluated in the EIR.

- d. New light industrial development would require lights in parking areas and in and around buildings for safety and convenience. The North Roseville Area Design Guidelines specify that "cut-off" fixtures be used in all new development. These fixtures are screened to direct light into specific areas and prevent it from spilling into areas where it is not required. Glare is caused by light reflections from pavement, vehicles and building materials such as reflective glass and polished surfaces. The proposed project could create glare if the surface of building material is reflective. However, the proposed project would be designed in compliance with the North Industrial Area Design Guidelines and the City's Community Design Guidelines which include provisions to reduce impacts associated with light and glare. Therefore, the impact is considered *less than significant* and will not be further addressed in the EIR.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
15. CULTURAL RESOURCES.				
<i>Would the project:</i>				
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Directly or indirectly destroy a unique paleontological resource or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Disturb any human remains, including those interred outside of formal cemeteries.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a,b. A record search for historic resources was performed on October 27, 1999 for known prehistoric, historic, and cultural resources within the project site. According to the record search one previously recorded prehistoric site is known to be located within the project boundary. The known site is located within the open space preserve area and will not be affected by development of the proposed project. No historic resources are located within the project site.

The potential does exist to encounter previously unidentified artifacts or remains during construction activities involving ground disturbance, which could destroy or damage unknown cultural resources. Implementation of the following mitigation measure would reduce these potentially significant impacts to a *less-than-significant level*. This issue will not be further addressed in the EIR.

Mitigation Measure 3

In the event of the discovery of buried paleontological, archaeological or historic deposits, project activities in the vicinity of the find shall be temporarily halted and a qualified archaeologist consulted to assess the resource and provide proper management recommendations. Possible management recommendations for important resources could include resource avoidance or data recovery excavations. If human remains are found, the Placer County Coroner's Office shall be contacted immediately. The coroner shall contact the Native American Heritage Commission, which shall notify the appropriate descendant.

- c. No unique paleontological site is known to exist on the project site. If, during project construction, a unique paleontological resource is identified the construction contractor would be required to comply with Mitigation Measure 8, which requires that in the event a buried cultural resource is unearthed work shall cease and a qualified archaeologist consulted. Compliance with this mitigation measure would reduce any potential impact to a *less-than-significant level*. This issue will not be further addressed in the EIR.

- d. Based on the results of the cultural resources survey, no human remains are known to exist on the project site. No cemeteries have been identified as being present on the site. Therefore, it is anticipated that *no impact* on human remains would occur. This issue will not be further addressed in the EIR.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
16. RECREATION.				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

a,b. The proposed project involves development of a light industrial business. The project includes a 19-acre area of land designated for open space and construction of a bike trail connection from Foothills Boulevard west to the Woodcreek East project. Potential environmental effects associated with project construction and occupancy, which includes the bike trail, will be addressed in the biological resources section of the EIR. Because the project is a business park development no new residential population would be created. This is considered a *less-than-significant impact*, and will not be further addressed in the EIR.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
17. MANDATORY FINDINGS OF SIGNIFICANCE.				
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	■	□	□	□
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	■	□	□	□
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	■	□	□	□

Discussion

a. As discussed under Item 8, Biological Resources, implementation of the proposed project would have the potential to degrade the quality of the environment, and reduce the habitat of a protected plant and/or animal species. Potential significant impacts to biological resources will be further evaluated in the EIR.

No important examples of California history or prehistory are threatened due to implementation of the proposed project, as discussed under Item 15, Cultural Resources, and this issue will not be further evaluated in the EIR.

b. Implementation of the proposed project would contribute to cumulative impacts that could be cumulatively considerable and those potentially significant impacts are discussed throughout this Initial Study and they will be evaluated further in the EIR.

- c. The proposed project could result in an increase in air pollutant emissions and noise associated with adding traffic to an area that is currently undeveloped. Residents in and around the site could be exposed to increased air pollutants and noise associated with the project. These impacts will be further evaluated in the EIR.

ENDNOTES

1. Placer County Farmland Map.
2. City of Roseville Planning Department, *North Roseville Specific Plan Draft Environmental Impact Report*, May 1997, page 5-5.
3. City of Roseville, *North Roseville Specific Plan Draft Environmental Impact Report*, May 1997, page 4.3-10.
4. *Placer County General Plan Update Draft General Plan Background Report*, Volume II, September 1992, Figure 9-1 and pages 10-16 through 10-17.
5. State of California, *Hazardous Waste and Substances Sites List*, April 1998.
6. Plan of Services Foothill Annex and PG&E property, prepared for Stanford Ranch, LLC., August 19, 1999.
7. EIP Associates, Hewlett-Packard Master Plan Draft EIR. p4.12-27. February.
8. EIP. Hewlett-Packard Master Plan Draft EIR. p4.12-19. February, 1996.
9. City of Roseville Planning Department, *North Roseville Specific Plan Draft Environmental Impact Report*, May 1997, page 4.12-47.

APPENDIX B

RESPONSES TO NOP



STATE OF CALIFORNIA

Governor's Office of Planning and Research
State Clearinghouse



Gray Davis
GOVERNOR

Loretta Lynch
DIRECTOR

Notice of Preparation

February 3, 2000

RECEIVED

FEB 07 2000

PLANNING DEPARTMENT

To: Reviewing Agencies
Re: Foothill Business Park Annexation
SCH# 2000022007

Attached for your review and comment is the Notice of Preparation (NOP) for the Foothill Business Park Annexation draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Mike Dour
City of Roseville
316 Vernon Street, Suite 104
Roseville, CA 95678

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Katie Shulte
Project Analyst, State Clearinghouse

Attachments
cc: Lead Agency

Document Details Report
State Clearinghouse Data Base

SCH# 2000022007
Project Title Foothill Business Park Annexation
Lead Agency Roseville, City of

Type nop Notice of Preparation
Description Development of 883,906 sf of light industrial uses on 92 acres with 19 acres set aside in open space. Annex the project site to the City of Roseville.

Lead Agency Contact

Name Mike Dour
Agency City of Roseville
Phone (916) 774-5276
email
Address 316 Vernon Street, Suite 104
City Roseville
Fax
State CA **Zip** 95678

Project Location

County Placer
City Roseville
Region
Cross Streets Blue Oaks Boulevard/Foothills Boulevard
Parcel No.
Township 11 **Range** 6E **Section** 16 **Base**

Proximity to:

Highways 65
Airports
Railways UPRR
Waterways
Schools
Land Use light industrial/industrial park-design scenic-corridor special purpose uses with the specific designation of INP-Dc-TM-SP/light industrial

Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Drainage/Absorption; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Wildlife; Growth Inducing; Landuse; Cumulative Effects

Reviewing Agencies Resources Agency; Department of Conservation; Department of Forestry and Fire Protection; Office of Historic Preservation; Reclamation Board; Department of Food and Agriculture; Department of Fish and Game, Region 2; Public Utilities Commission; State Lands Commission; Caltrans, District 3; California Highway Patrol; Air Resources Board, Major Industrial Projects; Department of Toxic Substances Control; Regional Water Quality Control Bd., Region 5 (Sacramento); Department of Water Resources; Department of Health Services

Date Received 02/03/2000 **Start of Review** 02/03/2000 **End of Review** 03/06/2000

NOP Distribution List

- Resource Agency**
Nadell Gayou
Resource Agency
1020 Ninth Street, Third Floor
Sacramento, CA 95814
916/327-1722 Fax 916/327-1648
- Bill Curry**
Dept. of Boating & Waterways
2000 Evergreen Street
Sacramento, CA 95815-3896
916/263-4326 Fax 916/263-0648
- Elizabeth A. Fuchs**
California Coastal Commission
45 Vermont Street, Suite 2000
San Francisco, CA 94103-2219
415/904-5200 Fax 415/904-5400
- William Ahern**
State Coastal Conservancy
1330 Broadway, Suite 1100
Oakland, CA 94612
510/286-1015 Fax 510/286-0470
- Ken Troit**
Dept. of Conservation
801 K Street, MS-2402
Sacramento, CA 95814
916/445-8733 Fax 916/324-0948
- Allen Robertson**
Dept. of Forestry & Fire Protection
1416 Ninth Street, Room 1516-24
Sacramento, CA 95814
916/657-0300 Fax 916/653-8957
- Hans Kreuzberg**
Office of Historic Preservation
P.O. Box 942896
Sacramento, CA 94296-0001
916/653-6624 Fax 916/653-9824
- Beth Walls**
Resource Management Division
Dept. of Parks and Recreation
P.O. Box 942896
Sacramento, CA 94296-0001
916/653-6725 Fax 916/657-3555
- Pam Brunser**
Reclamation Board
1416 Ninth Street, Room 1601
Sacramento, CA 95814
916/653-5434 Fax 916/653-5805
- Steve McAdam**
S.F. Bay Conservation & Dev't. Comm.
30 Van Ness Avenue, Room 2011
San Francisco, CA 94102
415/557-3686 Fax 415/557-3767
- Nedell Gayou**
Department of Water Resources
1020 Ninth Street, Third Floor
Sacramento, CA 95814
916/327-1722 Fax 916/327-1648
- Health & Welfare**
 Wayne Hubbard
Dept. of Health/Drinking Water
601 N. 7th Street, PO Box 942732
Sacramento, CA 94234-7320
916/445-2519 Fax 916/327-6092
- Food & Agriculture**
Tad Bell
Dept. of Food and Agriculture
1220 N Street, Room 409
Sacramento, CA 95814
916/653-7643 Fax 916/653-4723

- Joe Vincenzi**
Department of Fish and Game
Environmental Services Division
1416 Ninth Street, 13th Floor
Sacramento, CA 95814
916/653-1070 Fax 916/653-2588
- Donald Koch (Region 1)**
Department of Fish and Game
601 Locust Street
Redding, CA 96001
530/225-2363 Fax 530/225-2381
- Banky Curds (Region 2)**
Department of Fish & Game
1701 Nimbus Road, Suite A
Rancho Cordova, CA 95670
916/358-2898 Fax 916/358-2912
- Brian Hunter (Region 3)**
Department of Fish and Game
P.O. Box 47
Yountville, CA 94599
707/944-5518 Fax 707/944-5563
- William Landermilk (Region 4)**
Department of Fish and Game
1234 East Shaw Avenue
Fresno, CA 93710
559/243-4005 Fax 559/243-4022
- Sandy Peterson (Region 5)**
Department of Fish and Game
Habitat Conservation Program
4949 Viewridge Avenue
San Diego, CA 92123
619/467-4234 Fax 619/467-4299
- Cheryl Avents (Region 6)**
Department of Fish and Game
330 Golden Shore, Suite 50
Long Beach, CA 90802
562/590-5159 Fax 562/590-5192
- Alan Pickard (Region 6, Inyo/Mono)**
Department of Fish and Game
Habitat Conservation Program
407 West Line Street, Room 8
Bishop, CA 93314
760/872-1129
- DeWayne Johnston (Marine Region)**
Department of Fish and Game
20 Lower Regada Drive, Suite 100
Monterey, CA 93940
831/649-2870 Fax 831/649-2894
- Independent Commissions/Agencies**
 Greg Newhouse
California Energy Commission
1516 Ninth Street, MS-15
Sacramento, CA 95814
916/654-5000 Fax 916/654-3882
- Dabble Treadway**
Native American Heritage Comm.
915 Capitol Mall, Room 364
Sacramento, CA 95814
916/653-4082 Fax 916/657-5390
- Andrew Barnaudale**
Public Utilities Commission
505 Van Ness Avenue
San Francisco, CA 94102
415/703-3231 Fax 415/703-1184
- Betty Silva**
State Lands Commission
100 Howe Avenue, Suite 100-S
Sacramento, CA 95825
916/574-1872 Fax 916/574-1885

- Gerald R. Zimmerman**
Colorado River Board
770 Fairmont Avenue, Suite 100
Glendale, CA 91203-1035
818/543-4676 Fax 818/543-4685
- Lyn Barnest**
Tahoe Regional Planning Agency
P.O. Box 1038
Zephyr Cove, NV 89448
775/588-4547 Fax 775/588-4527
- John Rowden, Manager**
Office of Emergency Services
11030 White Rock Road, Ste. 110
Rancho Cordova, CA 95670
916/464-1014 Fax 916/464-1019
- Debbie Eddy**
Delta Protection Commission
P.O. Box 530
Wattou Grove, CA 95690
916/776-2290 Fax 916/776-2293
- Paul Edelman**
Santa Monica Mountains Conservancy
5750 Ramirez Canyon Road
Malibu, CA 90265
310/589-3200 Fax 310/589-3207
- Department of Transportation**
District Offices
 IGR/Planning
Caltrans, District 1
1636 Union Street
P.O. Box 3700
Eureka, CA 95502-3700
707/441-5812 Fax 707/441-5869
- Vicki Roe**
Local Development Review
Caltrans, District 2
P.O. Box 496073
Redding, CA 96049-6073
530/725-3089 Fax 530/725-3271
- Jeff Pulverman**
Caltrans, District 3
P.O. Box 942874 MS-41
Sacramento, CA 94274-0001
916/327-3859 Fax 916/323-7669
- Jean Flansy**
Caltrans, District 4
P.O. Box 23660
Oakland, CA 94623-0660
510/286-5572 Fax 510/286-5513
- Lawrence Newland**
Caltrans, District 5
50 Higgins Street
San Luis Obispo, CA 93401-5415
805/549-3683 Fax 805/549-3077
- Marc Birnbaum**
Caltrans, District 6
P.O. Box 12616
Fresno, CA 93716-2616
559/488-4240 Fax 559/488-4088
- Stephen J. Buswell**
Caltrans, District 7
120 South Spring Street, 1-10C
Los Angeles, CA 90012
213/697-4429 Fax 213/697-9210
- Mike Shim**
Caltrans, District 8
464W. 4th Street, 7th Floor
San Bernardino, CA 92401-1400
909/383-4808 Fax 909/383-9336
- Robert Rubinka**
Caltrans, District 9
500 South Main Street
Bishop, CA 93314
760/872-0689 Fax 760/872-0678

- Chris Sayre**
Caltrans, District 10
P.O. Box 2048
Stockton, CA 95201
209/948-7142 Fax 209/948-7906
- Leon Salazar**
Caltrans, District 11
P.O. Box 85405, MS 6-5
2829 Juan Street
San Diego, CA 92186-5406
619/688-3140 Fax 619/688-4299
- Aileen Kennedy**
Caltrans, District 12
3347 Michelson Drive, Suite 100
Irvine, CA 92612-0661
949/724-2239 Fax 949/724-2592
- Business, Transportation, & Housing**
 Cathy Creswell
Housing & Community Development
Housing Policy Division
1800 Third Street, Room 430
Sacramento, CA 95814
916/323-3176 Fax 916/327-2643
- Sandy Hestand**
Caltrans - Division of Aeronautics
P.O. Box 942874 MS-40
Sacramento, CA 94274-0001
916/654-3314 Fax 916/653-9331
- Lt. Dennis Brunette**
California Highway Patrol
Office of Special Projects
2555 1st Ave.
Sacramento, CA 95818
916/657-7222 Fax 916/652-3151
- Ron Helgeson**
Caltrans - Planning
P.O. Box 942874
Sacramento, CA 94274-0001
916/653-9966 Fax 916/653-0001
- State and Consumer Services**
 Robert Sleppy
Dept. of General Services
Environmental Services Section
1102 Q Street, #5100
Sacramento, CA 95814-6511
916/324-0214 Fax 916/645-3556
- California Environmental Protection Agency**
 Bob Rogan
Air Resources Board - Industrial
2020 L Street (PO Box 2815)
Sacramento, CA 95814 (95814-2815)
916/327-5783 Fax 916/322-3646
- Sue O'Leary**
Integrated Waste Management Board
8800 Cal Center Drive MS 24
Sacramento, CA 95826
916/253-0663 Fax 916/253-4216
- Diane Edwards**
State Water Resources Control Board
Division of Clean Water Programs
P.O. Box 944212
Sacramento, CA 94244-2120
916/227-4572 Fax 916/227-4349
- Phil Zentner**
State Water Resources Control Board
Division of Water Quality
P.O. Box 944213
Sacramento, CA 94244-2130
916/657-0912 Fax 916/657-2388

- Central Coast Region (1)**
North Goodwin
Cally Goodwin
5550 Skyline Blvd., Suite A
Santa Rosa, CA 95403
707/576-2220 Fax 707/523-0135
- San Francisco Bay Region (2)**
Environmental Document Coordinator
1515 Clay Street, Suite 1400
Oakland, CA 94612
510/622-2300 Fax 510/622-2460
- Central Coast Region (3)**
81 Higgins Street, Suite 200
San Luis Obispo, CA 93401-5427
805/549-3147 Fax 805/543-0397
- Los Angeles Region (4)**
Jonathan Bishop
320 West 4th Street, Suite 200
Los Angeles, CA 90013
213/576-6600 Fax 213/576-6640
- Central Valley Region (5)**
3443 Router Road, Suite A
Sacramento, CA 95827-3003
916/255-3000 Fax 916/255-3015
- Reserve Branch Office**
3614 East Anhan Avenue
Fresno, CA 93726
559/443-5116 Fax 559/443-5910
- Redding Branch Office**
415 Knollcrest Drive
Redding, CA 96002
530/224-4845 Fax 530/224-4857
- Lahontan Region (6)**
2501 Lake Tahoe Boulevard
South Lake Tahoe, CA 96150
530/542-5400 Fax 530/544-2271
- Victorville Branch Office**
15428 Civic Drive, Suite 100
Victorville, CA 92392-2359
760/241-6383 Fax 760/241-7308
- Colorado River Basin Region (7)**
73720 Fred Waring Drive, #100
Palm Desert, CA 92260-2564
760/346-7491 Fax 760/341-6820
- Santa Ana Region (8)**
3737 Main Street, Suite 500
Riverside, CA 92501-3339
909/782-4130 Fax 909/781-6288
- San Diego Region (9)**
9771 Chalmers Mesa Blvd., Suite A.
San Diego, CA 92124-1331
619/467-2952 Fax 619/571-6972

Hewlett-Packard Company
8000 Foothills Boulevard
Roseville, California 95747
916 / 786-8000



March 2, 2000

Mr. Michael Dour
Associate Planner, City of Roseville
316 Vernon Street, Suite 104
Roseville, CA 95678

Subject: NOP, Foothills Business Park Annexation

Dear Mr. Dour:

Thank you for the opportunity to comment on the Notice of Preparation and Draft Initial Study for the Foothill Business Park Annexation. Hewlett Packard respectfully requests that the Draft Environmental Impact Report address the following issues:

- Commercial traffic between the Sunset Industrial Area in the county and the City of Roseville North Industrial Area. Specifically, we request that the report clarify the location, traffic capacity and completion schedule for the linkage of Foothills Boulevard and Duluth Avenue. We believe the completion schedule of this linkage may have environmental considerations, especially when comparing this possible truck route with the extension of Woodcreek Oaks Boulevard as an alternative.
- Potential for conversion to residential space. In recent years the City of Roseville has demonstrated a proclivity to convert prime industrial space to residential uses. HP realizes that this question would normally be outside of the DEIR requirements of an application such as this one. However, the very nature of transferring industrial space from the county to the City seems to beg the question. A brief review would appear to be appropriate.

Thank you for your attention to these issues.

Sincerely,

A handwritten signature in cursive script that reads "Mark Nelson".

Mark Nelson
Government Affairs Manager

cc: Ken Giannotti, Stanford Ranch
Tim Taron for Stanford Ranch



11464 B Avenue, Auburn, CA 95603 • (530) 889-7130 • Fax (530) 889-7107

Richard G. Johnson, Air Pollution Control Officer

March 3, 2000

Michael J. Dour, Associate Planner
City of Roseville
Planning Division
316 Vernon Street, #104
Roseville, Ca 95678

Subject: Notice of Preparation for a Draft Environmental Impact Report for the Foothill Business Park Annexation

Dear Mr. Dour:

Thank you for submitting the Notice of Preparation for the above referenced project to the Placer County Air Pollution Control District (District) for review. Buildout of this project will result in significant local and regional air quality impacts if sufficient mitigation measures are not implemented by this project. As a result, a detailed air quality analysis should be provided in the Draft Environmental Impact Report (DEIR) to quantify project impacts and identify adequate mitigation measures. At a minimum, the following information should be provided.

1. The Setting and Background section should discuss the existing air quality in Placer County and the Sacramento Valley Air Basin (SVAB), the severe nonattainment designation for federal ozone standards and the nonattainment designation for State ozone and particulate matter (PM10) standards. The federal regulatory implications to the SVAB if the SVAB does not attain federal ambient air quality standards by 2005 should also be discussed.
2. The project's consistency with the growth projections contained in the Sacramento Area Regional Ozone Attainment Plan (1994) and the indirect source control measures of the Placer County Air Quality Attainment Plan (1991) should be evaluated. The rapid population and employment growth occurring within Placer County is significantly impacting the SVAB's ability to attain State and federal ambient air quality standards.
3. The proposed project could result in stationary sources of air pollutant emissions locating within 1000 feet of residential areas. These potential sources could have emissions below District permitting thresholds, but emit odors that would significantly impact nearby residential areas. Sufficient conditions of approval should be included in the DEIR to prevent odor producing sources from locating within one mile of existing or planned residential development.

Michael J. Dour
Foothills Business Park NOP
Page 2

4. Using the Urbemis 7G computer model, estimate the amount air pollutant emissions from construction and operation of the project. Construction emissions should include those associated with on-site and off-site infrastructure improvements needed to serve the project, and construction of the structures. The results should be provided in tons per year and in pounds per day and compared to the District's significance thresholds of 82 pounds per day for nitrogen oxide, reactive organic gases and particulate matter (PM10) and 550 pounds per day for carbon monoxide emissions. The DEIR preparers should contact the District to discuss the input variables for this project.
5. Please identify how any removed vegetation will be disposed. Mitigation measures should be proposed that eliminate the need for open burning. If open burning is allowed by the City of Roseville, a burn permit from the District is required. The DEIR should estimate emissions from open burning if not prohibited through conditions of approval.
6. If the traffic study prepared for this project identifies any intersection(s) that would operate at or below a Levels of Service D under project alone or cumulative development scenarios, a detailed Caline 4 Carbon Monoxide analysis should be prepared. The Roseville area has recently been reclassified from federal and State nonattainment to attainment for carbon monoxide standards.
7. Using the Urbemis 7G computer model, estimate the amount of emission that would result from buildout of the project under existing Placer County Sunset Industrial Area Plan land use designations. These emissions should be compared to those estimated for the proposed project. If the emission estimates are greater for the proposed project, additional mitigation measures should be identified to reduce the project's air pollutant emissions.
8. Attached to this letter is a list of Best Available Mitigation Measures implemented by other projects in Placer County and the Sunset Industrial Area Plan. The project should be required to implement sufficient on-site and off-site measures to reduce this project's impacts below the significance level. The District should be contacted once the project's air pollutant emissions are quantified to discuss what combination of measures would reduce impacts below the significance level.

If you have any questions or concerns, please call me at (530) 889-7131.

Sincerely,



David A. Vintze
Associate Air Quality Planner

Encl: Best Available Mitigation Measures

T:\APCD\VICEQA\ROSEVILLA\FOOTHILL.NOP

**PLACER COUNTY
FLOOD CONTROL AND WATER CONSERVATION DISTRICT**

JAN WITTER, Executive Director
LESLIE GAULT, District Engineer
ANDREW DARROW, Development Coordinator
KAREN STILLIAN, Secretary

February 24, 2000

Michael Dour
City of Roseville Planning Department
316 Vernon Street, #104
Roseville, CA 95678

FEB 25 2000

RE: Foothill Business Park Annexation / NOP for a Draft EIR

Dear Michael:

We have no additional comments regarding the subject project at this time.



Andrew Darrow, P.E.
Development Coordinator

cc: File
Chron

AD:KS

d:\data\letters\en00-43.doc

**PLACER COUNTY
FLOOD CONTROL AND WATER CONSERVATION DISTRICT**

JAN WITTER, Executive Director
LESLIE GAULT, District Engineer
ANDREW DARROW, Development Coordinator
KAREN STILLIAN, Secretary

November 12, 1999

RECEIVED

NOV 15 1999

PLANNING DEPARTMENT

Mike Dour
City of Roseville Planning Department
316 Vernon Street, #104
Roseville, CA 95678

RE: Foothill Business Park Annex

Dear Mike:

This project is located in the Pleasant Grove Creek watershed near Pleasant Grove Creek. A general assessment of flooding in this watershed is indicated in the "Auburn Ravine, Coon, and Pleasant Grove Creek Flood Mitigation" report by CH2M Hill, July 1993.

We request the applicant submit for our review an appropriate hydrology and hydraulic analysis in accordance with the Placer County Stormwater Management Manual which determines the impacts to both the subject project and downstream.

We recommend that the 100-year floodplain and minimum pad elevations be shown on the improvement plans.



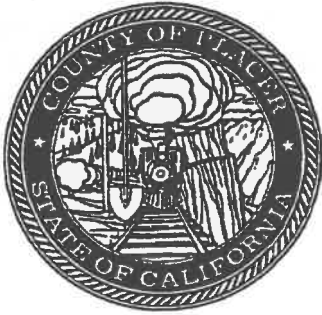
Andrew Darrow, P.E.
Development Coordinator

Post-it® Fax Note	7671	Date	3/6/00	# of pages	1
To	Dennis Huff	From	Mike Dour		
Co./Dept.		Co.			
Phone #		Phone #	774-5276		
Fax #	3 244-2600	Fax #			

cc: File
Chron

LG:AD:KS

d:\data\letters\cn99-320.doc



**Placer County
LOCAL AGENCY FORMATION
COMMISSION RECEIVED**

175 Fulweiler Avenue, Auburn, California, 95603
530.889.4097 FAX: 530.889.4099
MAR 06 2000

PLANNING DEPARTMENT

Date: March 2, 2000

To: Michael J. Dour, Associate Planner

From: Deborah Cubberley, Executive Officer *DC*

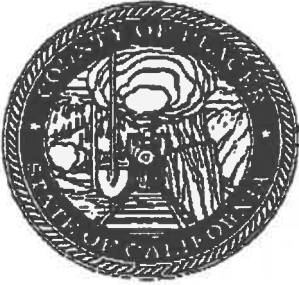
Subject: NOP for a DEIR for the Foothill Business Park Annexation

We appreciate the opportunity to review the NOP for the DEIR for the Foothill Business Park Annexation and offer the following comments:

-We note that the NOP promises that, "The EIR will address consistency with applicable LAFCO policies." That should include the policy that states that the Commission supports the use of "vacant or underdeveloped land within the existing boundaries of a city" prior to annexation of new lands. Another supporting policy states that, "Unless special circumstances can be demonstrated, city annexations or reorganizations including city annexations shall be discouraged if there are feasible alternative sites for the annexation proposal already within the city." Based on this we will be particularly interested in your proposed Offsite Alternative.

-We note the proposed project alternatives and request that you also include an alternative excluding parcel APN 017-114-071. Due to the apparent difficulty of providing City services to the parcel, there may be questions as to the appropriateness of annexation at this time.

Thank you for your consideration of these items.



PLACER COUNTY PLANNING DEPARTMENT

11414 B Avenue/Auburn, California 95603/Telephone (530) 889-7470/FAX (530) 889-7499
Web Page: <http://placcr.ca.gov/planning> E-Mail: pkthomps@placcr.ca.gov

March 6, 2000

Michael J. Dour, Associate Planner
City of Roseville
Community Development Department
Planning Division
316 Vernon Street, Ste. 104
Roseville, CA 95678

VIA FAX

Subject: Foothill Business Park Annexation - Notice of Preparation

Dear Mr. Dour:

This is in response to the City of Roseville's request for comments on the Notice of Preparation for the Foothill Business Park Annexation. The Placer County Planning Department appreciates the opportunity to respond to this proposal given that the project is currently within the unincorporated area of Placer County.

The Draft Environmental Impact Report for this project should address the following issues:

1. **Land Use Compatibility** - The subject project proposes to annex to the City of Roseville and develop new land uses in an area adjacent to County unincorporated lands that are designated INP-DC (Industrial Park-Design Corridor) in the Nichols/Duluth area of the Sunset Industrial Area Plan. The Nichols/Duluth area is located at the southerly end of Cincinnati Avenue and Duluth Avenue, north of the City of Roseville. This area is somewhat isolated from the balance of the Plan area due to its limited accessibility via Cincinnati Avenue. Because of its isolation, its access to a rail spur, and because of the proximity of the Sunset Waste Ponds, the Nichols/Duluth area is considered to be a location where heavier or more intensive industrial land uses can be considered. The uses proposed by this project should be consistent with the uses in the Nichols/Duluth area of the Sunset Industrial Plan or an adequate buffer should be provided between incompatible uses.

The Notice of Preparation incorrectly denotes the project site as zoned with a "IM-SP". The correct zoning is INP-DC (Industrial Park-Design Corridor). The floodplain of Pleasant Grove Creek is designated INP-DC-FH (Flood Hazard).

Michael Dour
Re: FBP Annex - NOP
March 6, 2000
Page 2

2. **Circulation** - As the City is aware, Placer County is not in the position to agree that the extension of Foothills Boulevard should be connected to Duluth Avenue and in fact the Sunset Industrial Plan shows a different alignment that is west of properties that front on Duluth Avenue.
3. **Flooding** - The project area is encumbered by floodplains associated with Pleasant Grove Creek. The EIR should address the flood hazard potential for the project site as well as the project's contribution to downstream flooding.
4. **Resource-Based Land Use Limitations** - The EIR should address and provide mitigation to impacts on sensitive habitat areas that exist within the project area, particularly vernal wetland resources. Where such resources are to be preserved on site, suitable buffers need to be established between impervious surfaces and the habitat resource portion of Pleasant Grove Creek which passes east to west through the project area. In order to reduce impacts to riparian habitat and water quality, this creek corridor should be preserved from development (including all impervious surfaces) with a minimum setback of 100 feet from the centerline of the creek, or the standard structural setback should be measured from the edge of the 100-year floodplain, whichever is greater.
5. **Aesthetics** - The EIR should address and provide appropriate mitigation for the aesthetic impacts associated with the project. Because this project adjoins the Nichols/Duluth area of the Sunset Industrial Area Plan, design guidelines should be established for the project that are consistent with this Plan area.
6. **County Services and Facilities** - The subject project will generate a demand for County services and facilities in excess of revenues derived from the property for these services and facilities. The cumulative loss of services over time, due to insufficient revenues, could result in detrimental environmental impacts. The EIR should evaluate the potential environmental impacts associated with a degradation of County services and how such impacts can be mitigated.

Thank you again for your consideration of our comments. Even though they are similar to the issues we have raised in the past, we continue to believe that changes should be made to the project to address these concerns. If you have any questions regarding these comments, please do not hesitate to contact me directly.

Michael Dour
Re: FBP Annex - NOP
March 6, 2000
Page 3

Sincerely,


PAUL THOMPSON
Senior Planner

cc: Fred Yeager, Director of Planning
Supervisor Weygandt
CEO
Chron file

PT:pt

ref: U:\cmd\cmdp\paul\erc\fnorthillbuspark annex.doc



**PLACER COUNTY
DEPARTMENT OF PUBLIC WORKS**

Jan Witter, Director
Tim Hackworth, Asst. Director
Wes Zicker, Deputy Director

RECEIVED

March 3, 2000

MAR 07 2000
FAX RECEIVED 3/6/00
PLANNING DEPARTMENT

Mr. Mike Dour, Associate Planner
City of Roseville Planning Department
316 Vernon Street, #104
Roseville, CA 95678

Subject: Foothills Business Park Annexation – Notice of Preparation for a Draft Environmental Impact Report

Dear Mr. Dour,

Thank you for the opportunity to review the NOP for the above referenced project. We are providing the following comments based on our review of the NOP and the meeting held on February 10, 2000 between Roseville and County staff discussing the future alignment of the extension of Foothills Boulevard.

Foothills Boulevard Alignment

The County's Sunset Industrial Area Plan distinctly identifies an extension of Foothills Boulevard west of Duluth Avenue. However, the NOP for the Foothills Business Park Annexation project identifies an alignment that would extend Foothills Boulevard north into the existing alignment of Duluth Avenue. While the County has not precluded an alignment that would connect Foothills Boulevard to Duluth Avenue, it should not be a foregone conclusion assumed in the DEIR for the Foothills Business Park Annexation project.

The DEIR for the project should study an alternative that assumes an alignment west of the Duluth alternative and east of the Woodcreek East project. Local connections to Foothills Boulevard from Nichols Drive and from the project area should also be assumed as depicted on the Sunset Industrial Area Plan-Circulation Diagram (attached).

As we discussed at our February 10, 2000 meeting, the County will move forward with studies to examine the feasibility of an alignment of Foothills Boulevard between Duluth Avenue and the Woodcreek East project. We will continue to work closely with the City on a workable alignment for the extension of Foothills Boulevard.

Mr. Mike Dour

City of Roseville Planning Department

Subject: Foothills Business Park Annexation – Notice of Preparation for a Draft Environmental Impact Report

March 3, 2000

Page 2


Transportation Impacts within the County

The EIR should address traffic impacts and mitigations on County roadway facilities between the project and Highway 65. Development assumptions within the Sunset Industrial Area Plan (SIAP) should be consistent with the County's 2015-travel demand model developed in conjunction with the SIAP.

The payment of County traffic fees should be considered due to the location of this project in relationship to County roadways.

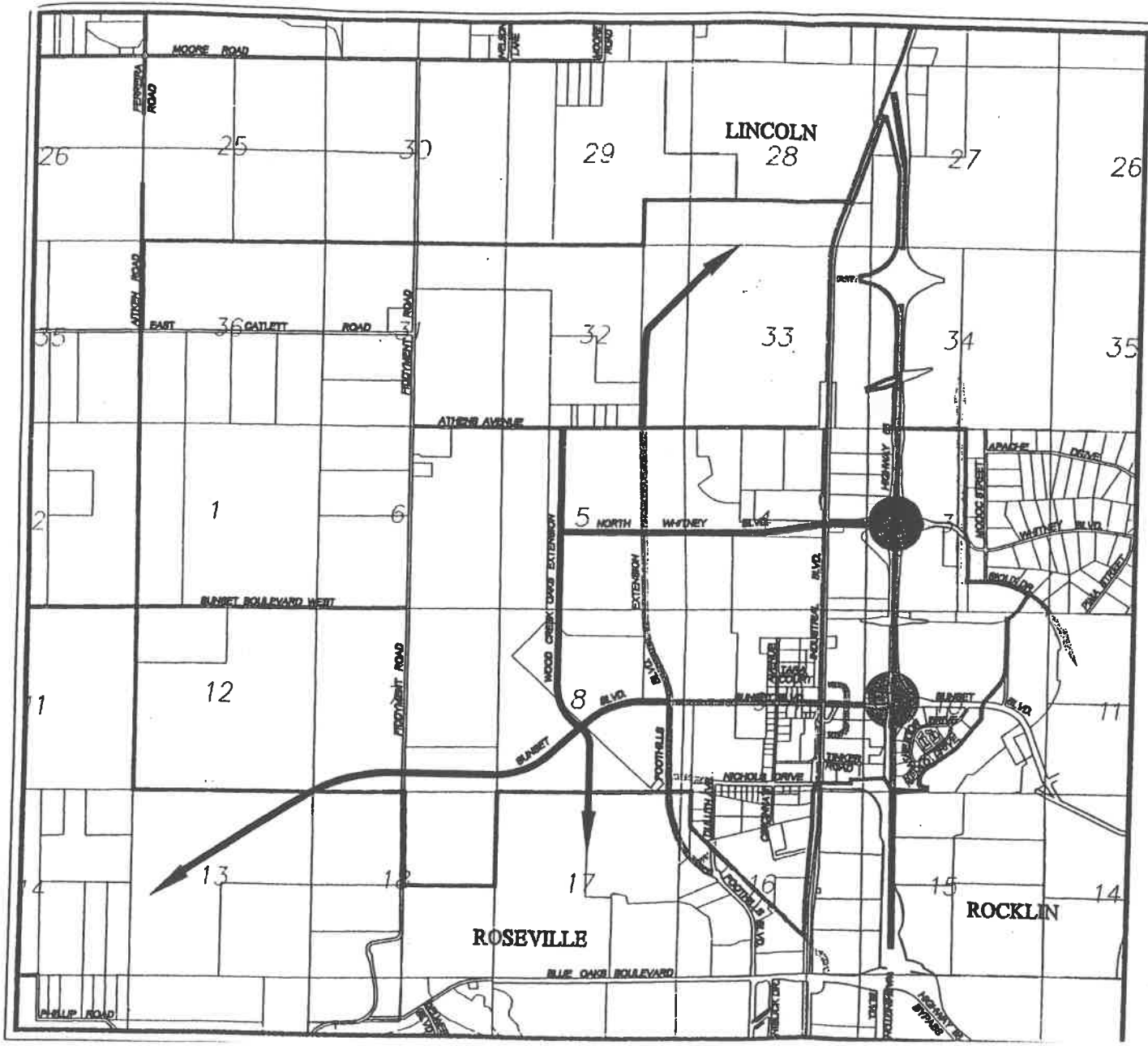
If you have any questions regarding these comments, please contact me at (530) 889-7581.

Sincerely,







William J. Moore, P.E.
Associate Engineer

Attachment





CIRCULATION DIAGRAM

2015 Capital Improvements

-  New Interchange
-  New 2-Lane Road ⁽¹⁾
-  Roadway Widening (2 to 4 Lanes)
-  Shoulder Widening

Post-2015 Improvements ⁽²⁾

-  Post-2015 Interchange
-  Post-2015 Road

Improvements By Others

-  Interchange By Others
-  Road Improvements By Others

(1) The Foothill Blvd. extension, within the city limits of Roseville, is to be constructed as a 2015 CIP Improvement. It is assumed that this is a shared City and County obligation.

(2) Post-2015 Roadway alignments are conceptual, and will be determined as development occurs.



Not to Scale

Note: A larger more legible map is available in the Planning Department.

Prepared by: Flacer County Planning Department, Geographic Information Division.

Date: June 24, 1997

Susnet Industrial Area Plan - Flacer County 1990338m

Placer County Water Agency

Business Center: 144 Ferguson Rd. • Mail: P.O. Box 6570 • Auburn, California 95604
(530) 823-4850 800-464-0030 TDD (530) 823-4966



A Public Agency

BOARD OF DIRECTORS
Pauline Rocucci • Alex Ferreira
Otis Wollan • Lowell Jarvis
W. Bruce Lee
David A. Breninger, General Manager
Ed Tiedemann, General Counsel

February 29, 2000
File WA/Sunset Ind

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MAR 02 2000

PLANNING DEPARTMENT

Michael J. Dour, Associate Planner
City of Roseville
Planning Division
Community Development Department
316 Vernon Street, Suite 104
Roseville, CA 95678

SUBJECT: Notice of Preparation of a Draft Environmental Impact report for the Foothill
Business Park Annexation, APN 017-114-071, 072 & 064

Dear Mr. Dour:

This letter is written in response to your February 1, 2000 request for comments on the Notice of Preparation of a Draft Environmental Impact report for the Foothill Business Park Annexation.

Water can be made available from the Agency's treated water main in Duluth Avenue.

In order to obtain service, the developer will have to enter into a pipeline extension or service order agreement with the Agency to provide any on site or off site pipelines or other facilities if they are needed to supply water for domestic or fire protection purposes. The developer is to pay all fees and charges required by the Agency, including the Plant Expansion and Replacement Charges.

The Agency does not reserve water for prospective customers, and this letter in no way confers any right or entitlement to receive water service in the future. The purpose of this letter is to apprise you of the current status of water availability from the Agency's treated water system at the location specified above. The Agency makes commitments for service only upon execution of a pipeline extension or service order agreement and the payment of all fees and charges required by the Agency.

All water availability is subject to the limitations described above and the prior use by existing customers.

If you have any questions, please call me at the Engineering Department at (530) 823-4886.

Sincerely,

Dave Campbell
Engineering Technician

DPC:hs
cc:\017-114.071,072,064

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FEB 15 2000

PLANNING DEPARTMENT



Peter W. Gissing

116 Sonoma Court

Roseville, California 95747

February 14, 2000

City of Roseville, Planning Department
Mr. Michael J. Dour
316 Vernon Street, Suite 104
Roseville, California 95678

**Subject: Notice of Preparation for a Draft EIR for the Foothill Business Park
Annexation, dated February 1, 2000**

Dear Mr. Dour,

My primary concern for this annexation has to do with water supply. (Issue 13d.)

As a member of the Citizens Advisory Committee for water metering program, I have been told that the city currently has enough water in contracts with the Bureau of Reclamation and Placer County to supply the city throughout build-out. This did not include any additional annexation. Further, we were told the Bureau of Reclamation has promised more water out of Lake Folsom--our water source--than exists in the lake.

The demands for water for people, agriculture, industry, and environment are only going to grow as our region and the State grow. I urge you to seek a water supply for this site that does not impact Roseville's current water supply, and I recommend a direct connection to PCWA water infrastructure.

Sincerely,

A handwritten signature in cursive script that reads "Peter W. Gissing".

TRUSTEES

**ROBERT SCHEIBER
RICHARD F. TARESH
ROY C. OSTERILI II
WILLIAM P. HUDSON
JAMES L. SPANGLER**

**OFFICERS
WILLIAM P. HUDSON, PRESIDENT
ROY C. OSTERLI II, VICE PRESIDENT
DONALD WHITE, SEC. - MANAGER**

OFFICE OF

**BOARD OF TRUSTEES OF
RECLAMATION DISTRICT No. 1001**

1959 CORNELIUS AVENUE
RIO OSO, CALIFORNIA 95674
530 656-2318 or 530 633-2586
FAX 530 656-2165

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MAR 06 2000

PLANNING DEPARTMENT

February 29, 2000

TO: Michael J. Dour
Planning Division, City of Roseville
316 Vernon Street, Suite 104
Roseville, CA 95678

Contact: Don White

Subject: Notice of Preparation
Draft Environmental Impact Report
Foothills Business Park Annexation


We would like the drainage report to address:

- Increase in the frequency of lesser storms
- Change of peak flows in South Sutter County
- Increase in flood runoff volume
- Relationship of over bank stream flows to storm frequency within South Sutter County.
- Changes in peak flows and flood volumes within South Sutter County in relationship to the developments in Placer County, the City of Rocklin and the City of Roseville.

The District is experiencing increased pumping costs, flooding within the District boundaries and overflowing of storm water storage facilities.

Uncoordinated development mitigation measures within Placer County can cause significant adverse impacts to the District and South Sutter County.

Thank you for the opportunity to comment of this Notice of Preparation for a Draft EIR.


Fred Barnett
For RD 1001



ROSEVILLE
Telephone
COMPANY

FEB 22 2000

February 17, 2000

City of Roseville
Planning Division
Community Development Dept.
316 Vernon Street, #104
Roseville, CA 95678

Attn: Michael J. Dour

Re: Foothill Business Park Annexation

Telephone/Communication Facilities

Roseville Telephone Company will provide service to new developments in accordance with our filed tariffs. Telephone facilities will be constructed in conjunction with development.

Public utility easements will be required to serve new development projects. A 30' X 60' right-of-way may also be required for a controlled environment vault (CEV) site. The above requirements will be identified prior to development. If interior streets are privately owned, all on-site telephone facilities may be the financial responsibility of the developer.

Roseville Telephone will provide telephone facilities to a single, mutually agreeable, termination point within any commercial development. The installation and maintenance of all telephone facilities between this termination point and each tenant space is the developer's responsibility. To assist in the design, installation and/or maintenance of the inside wiring of commercial buildings, Roseville Communications Company (RCC), a division of Roseville Telephone Company, is available to provide any or all of these services.

Impacts

Although no unusual problems are anticipated in providing telephone service, Roseville Telephone requires approved plans to determine the exact routes to access a new development. Underground substructure requirements will be installed in conjunction

with street infrastructure. This substructure must be clear of all landscape vegetation with root systems that extend deeper than 36 inches. The developer is expected to provide sufficient lead-time for Roseville Telephone to procure materials and schedule labor to install telephone facilities.

Roseville Telephone reserves the right to place a limited number of surface-mounted terminals in any new project. Telephone facilities both above and below ground require a 12-foot radius clear of any obstructions that would hinder access to these locations.

Any temporary facilities placed for the developer's use, that cannot be incorporated into a permanent feed cable, will be billed to the developer. In addition, if any existing telephone facilities need relocation due to the construction of a project, the developer will bear the cost.

It should be noted that non-contiguous development may impact the developer with increased installation costs and line extension charges. It states in Rule No. 15, Line Extension, of our tariff filed with the Public Utilities Commission, that; "For the remainder of an extension outside the 200 foot boundary of a new development, the applicant will pay in advance, a not-refundable amount equal to three-fourths of the estimated difference in cost between the underground and equivalent aerial facilities."

If I can be of any further assistance to you regarding this plan, please feel free to contact me at 786-1212.

Sincerely,



Judee Jensen
Engineer

JEJ/jlg



February 18, 2000

Mr. Michael J. Dour, Associate Planner
City of Roseville
Planning Division
316 Vernon Street, #104
Roseville, CA 95678

FEB 22 2000

PLANNING DIVISION

SUBJECT: NOTICE OF PREPARATION (NOP) FOR A DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR) FOR THE FOOTHILL BUSINESS PARK ANNEXATION

Dear Mr. Dour:

Thank you for referring this NOP to the staff of the Sacramento Metropolitan Air Quality Management District (District) for review and comment. Since the project includes the use of heavy-duty equipment (both on-road and off-road) we recommend that the DEIR include mitigation measures to reduce emissions from this equipment. The Sacramento County Department of Environmental Review and Assessment has recently accepted the following mitigation measures, for several large projects in Sacramento County. They are offered here for your consideration as a means to reduce emissions from construction equipment used in the implementation of the proposed project.

We recommend that the contractor provide on-road and off-road emissions mitigation by choosing one measure from Category 1, and one measure from Category 2.

Category 3, the Enforcement Plan, should be required for both off-road and on-road equipment.

A.

Category 1: Reducing NOx Emissions from Off-Road Diesel Powered Equipment:

1. The prime contractor shall submit, to the Roseville Public Works Department, a comprehensive inventory of all the heavy-duty off-road equipment (50 or greater horsepower) that will be used an aggregate of 40 or more hours for the construction project. At a minimum, 20% of the heavy-duty off-road equipment included in the inventory shall be powered by CARB certified off-road engines, as follows:

- 175hp -750 hp 1996 and newer engines
- 100hp -174 hp 1997 and newer engines
- 50hp - 99 hp 1998 and newer engines

Said off-road equipment may be owned and operated by the prime contractor and/or any subcontractor;

or

2. The prime contractor shall provide a plan, for approval by the City of Roseville, in consultation with the Placer County APCD and/or SMAQMD, demonstrating that the heavy-duty off-road vehicles to be used in the construction project, and operated by either the prime contractor or any subcontractor, will provide a fleet-averaged NOx emission reduction of 10% compared to an

unregulated/uncontrolled fleet. (Includes the use of emulsified fuel in noncertified engines, and other methods not requiring the use of post 1996 – 1998 engines.)

and

Category 2: Reducing NOx Emissions from On-Road Diesel Powered Equipment:

The prime contractor shall submit, to the City of Roseville Public Works Department, a comprehensive inventory of all heavy-duty on-road equipment (50 or greater horsepower) that will be used an aggregate of 40 or more hours for the construction project.

and

Category 3: Enforcement Plan

An enforcement plan shall be established 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 (>14,000 LB. GVWR) on-road equipment emissions for compliance with this requirement. The certified environmental coordinator may be a City inspector, a representative of the prime contractor, or an independent contractor. The Environmental Coordinator will maintain a current VEE rating for the duration of the project.

For project-related heavy-duty on-road diesel vehicles, the coordinator shall routinely evaluate emissions of trucks at the project site. Operators of vehicles found to exceed opacity limits will be notified and the vehicle(s) repaired as soon as possible. The coordinator will maintain a log of such violations and routinely notify the Placer County APCD and/or the SMAQMD.

For project-related heavy-duty off-road diesel vehicles, the coordinator will routinely evaluate emissions of vehicles at the project site. Operators of vehicles found to exceed opacity limits will be notified and equipment will be repaired immediately. The coordinator will maintain a log of such violations and routinely notify the Placer County APCD and/or the SMAQMD.

B.

During the construction phase(s) of the project, efforts should be taken to control dust emissions (PM10).

Should you have any questions regarding these comments, please feel free to call me at (916) 874-4885.

Sincerely,



Phil Stafford
Associate Air Quality Planner

cc: Ron Maertz, SMAQMD
Dave Vintz – Placer County APCD

L:\MOBILE\LANDUSE\FOOTHILL



SUTTER COUNTY
COMMUNITY SERVICES DEPARTMENT

Animal Control
Building Inspection
Emergency Services
Environmental Health
Fire Services
Planning

Rich Hall, Director
Larry Bagley, Assistant Director
Permitting Services
Chuck Vanevenhoven,
Fire Services
Mike Harrold,
Emergency Services

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March 2, 2000

MAR 06 2000

PLANNING DEPARTMENT

Mike Dour, Associate Planner
City of Roseville Planning Department
316 Vernon Street, Suite 104
Roseville, CA 95678

RE: Notice of Preparation for the Foothill Business Park Annexation

Dear Mr. Dour:

Thank you for the opportunity to review the above environmental document. Since the City will be addressing the downstream flooding issues in the Draft EIR, we have no specific comments on the NOP. However, we do request a copy of the Draft EIR when it becomes available.

Sincerely,

Thomas A. Last
Planning Division Chief

TAL:rlb

cc: Ron Erickson, Assistant County Counsel
Mary Keller, Public Works Department
Larry T. Combs, County Administrator
Rich Hall, Community Services Department
Supervisor Dick Akin, District 5



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION IX

75 Hawthorne Street

San Francisco, CA 94105-3901

RECEIVED

MAR 06 2000

PLANNING DEPARTMENT

3 March 2000

Mr. Michael J. Dour
Associate Planner
City of Roseville
316 Vernon Street
Roseville, California 95678

Subject: Notice of Preparation for a Draft EIR, Foothill Business Park, Roseville, CA

Dear Mr. Dour:

Thank you for the opportunity to review this Notice of Preparation. We are providing the following comments in accordance with the federal Clean Water Act, particularly the Guidelines under §404(b)(1) at 40 CFR 230. As you might know, the City of Roseville and Placer County as a whole, have experienced severe, cumulative losses of wetlands and other waters of the United States. We expect that the proposed project would contribute further to the loss and degradation of waters of the United States and result in substantial and unacceptable impacts to Aquatic Resources of National Importance.

The Proposed Project

The project proponent, Stanford Ranch LLC, proposes to develop nearly 64-acres of property northwest of the City of Roseville for light industrial uses. The proposed project would destroy 0.75-acres of vernal pools, 0.28-acres of seasonal wetlands, 0.14-acres of drainage swale on the "PG&E" parcel, and an undisclosed amount of wetlands acreage on the adjacent parcel. The vernal pools provide potential habitat for species listed pursuant to the federal Endangered Species Act including the vernal pool fairy shrimp (*Branchinecta lynchi*), vernal pool tadpole shrimp (*Lepidurus packardii*), and Sacramento orcutt grass (*Orcuttia viscida*). In addition, waters of the U.S. on the project site are likely to support other wildlife such as migratory birds, and resident birds of special concern. Already, under NW26 #199300388, the project proponent filled or otherwise destroyed ≈5.4-acres of waters of the U.S. on the parcel adjacent to the "PG&E" property -- including 0.42 acres of vernal pools.

Aquatic Resources of National Importance

Within the Central Valley, human activities such as agricultural cultivation and urban development have resulted in the loss of ≈3 million-acres of vernal pool landscapes; the remaining ≈1 million-acres is becoming increasingly fragmented and threatened with rapid population growth and conventional land-use practices. Studies done through the Interagency Vernal Pool Stewardship Initiative indicate that, between 1994 and 1997, approximately 508-acres of vernal pool landscape was destroyed annually in Placer County. Given the global uniqueness of vernal pools, their ability to support rare and endangered species, their increasing scarcity and anticipated future losses, vernal pools constitute Aquatic Resources of National Importance (ARNIs).

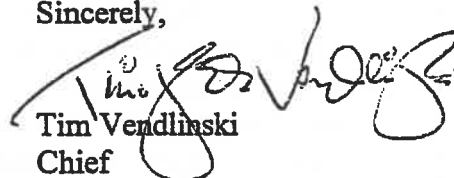
Cumulative Losses

The cumulative loss problem is exemplified by the fact that the same project proponent, Stanford Ranch, has already filled ≈5.4 acres of waters of the U.S. on their property. These losses are occurring in a piecemeal fashion and without a comprehensive plan to avoid or minimize adverse effects to the environment, and to strategically mitigate for unavoidable impacts. The potential loss of additional waters of the U.S. clearly constitutes a significant adverse environmental impact. Moreover, because the proposed project is non-water dependent, the §404(b)(1) Guidelines *presume* that practicable alternatives exist that do not require fill in special aquatic sites, unless clearly demonstrated otherwise.

Conclusions

We believe that significant degradation of aquatic resources may result from the proposed Foothill Business Park project. However, We are heartened that the City of Roseville plans to analyze a number of alternatives, including an offsite alternative. We hope that this analysis will result in avoidance of waters of the U.S. If you have any questions on this matter, please feel free to call me at 415-744-2276, or have your staff contact Ms. Kathleen Dadey at 415-744-1995 (email: dadey.kathleen@epa.gov).

Sincerely,



Tim Vendlinski
Chief

Wetlands Regulatory Office

courtesy copies:

U.S. Army Corps of Engineers, Sacramento
U.S. Fish and Wildlife Service, Sacramento
Central Valley RWQCB, Sacramento
California Department of Fish and Game, Rancho Cordova
County of Placer (attn: Loren Clark)

APPENDIX C

GENERAL PLAN GOALS AND POLICIES

APPENDIX C

GENERAL PLAN POLICIES

C.1 INTRODUCTION

The purpose of this appendix is to provide a listing of General Plan policies which are applicable to the proposed project.

Sections 65359 and 65454 of the California Government Code require that a Specific Plan be consistent with the local jurisdiction's General Plan. General Plan policies are presented in *italics*, in the order in which they appear in the General Plan. All nine General Plan elements (and policies thereof) are broken down into subsections. These subsections are identified by bold print and are located at the left margin of each page.

For policies which are permissive, the proposed project would not be found inconsistent unless it would clearly impede the intent of the policy. If the proposed project would not satisfy every particular of a given policy, but generally meets the intent of the policy, it would not be found inconsistent. If the proposed project, before mitigation, would not meet these criteria and is found in conflict with a policy, it is considered inconsistent.

C.2 LAND USE

Community Form – General Policies (LA)

- Policy LA-1. *The City of Roseville shall ensure high quality development in new and existing development areas as defined through its specific plans, development review process and design guidelines.*
- Policy LA-2. *The City, through both public and private efforts, shall develop clearly defined entries at major entrances into the City through the use of open space, landscaping, signage and other distinctive elements as a way of defining the City's boundaries and identity.*
- Policy LA-3. *The City shall continue to provide a full range of public services and maintain high levels of service, as specified in other elements of this Plan, including the Public*

Facilities, Open Space and Conservation, Safety, Circulation and Parks and Recreation Elements.

- Policy LA-4. *The City shall promote a diversity of residential living options (e.g. density ranges, housing types, affordability ranges) while ensuring community compatibility and well-designed residential development.*
- Policy LA-5. *The City shall promote land use patterns that result in the efficient use of urban lands and preservation of open space as specified in the Open Space and Conservation Element.*
- Policy LA-6. *The City shall, through development approvals and City programs (e.g. redevelopment, capital improvement program, parks and recreation programs, etc) assure that all portions of the community are linked and integrated.*

Community Form – Relationship to Transit, Pedestrian, Air Quality Policies (LB)

- Policy LB-1. *The City shall promote land use patterns that support a variety of transportation modes and accommodate pedestrian mobility.*
- Policy LB-2. *The City shall allow for land use patterns and mixed use developments that integrate residential and non-residential land uses, such that residents may easily walk or bike to shopping, services, employment and leisure activities.*
- Policy LB-3. *The City shall concentrate higher intensity uses and appropriate support uses within close proximity of transit and bikeway corridors as identified in the Transit Opportunity and Bikeway Master Plans. In addition, some component of public use such as parks, plazas, public buildings, community centers and/or libraries shall be located within the corridors.*
- Policy LB-6. *The City, through its land use planning and development approvals, shall require that neighborhood serving uses (e.g. neighborhood commercial uses, day care, parks, schools and other community facilities) be physically linked with adjacent residential neighborhoods.*

Community Form – Downtown Neighborhood Policies (LC)

- Policy LC-2. *The City shall promote land use patterns that result in the dispersion of secondary or satellite services including libraries, schools, parks, public meeting places and commercial uses, throughout the community through the establishment of clustered community centers.*

Community Form – Relationship of New Development Policies (LD)

- Policy LD-1. *The City shall require that new development areas and associated community-wide facilities (open space resources, parks, libraries, etc) be linked and oriented to existing developed areas of the community, through road networks, public transit systems, open space systems, bikeway and pedestrian systems, and other physical connections.*

Community Form – Jobs/Housing and Economic Development Policies (LE)

- Policy LE-1. *The City shall strive for a land use mix and pattern of development that provides linkages between jobs and employment uses, will provide a reasonable jobs/housing balance, and maintain the fiscal viability of the City.*
- Policy LE-2. *The City shall support density bonuses for the construction of affordable housing, in accordance with the Density Bonus ordinance and the Housing Element, particularly in areas where few such opportunities exist and significant employment centers exist or are planned.*
- Policy LE-3. *The City shall establish a standard process to analyze the fiscal impacts of proposed development and shall require a fiscal impact analysis of all projects proposing a significant General Plan land use change as defined through the Economic Development Study/Plan.*
- Policy LE-5. *The City shall maintain land use patterns, intensities and densities that promote a positive business climate (e.g. supply of business professional, commercial and industrial lands).*
- Policy LE-6. *The City shall support activities that attract employment uses to the City as identified in the Economic Development Study/Plan.*

Community Form – Community Involvement and Interjurisdictional Cooperation Policies (LF)

- Policy LF-1. *The City shall encourage active involvement by individuals and citizens in the planning process through on-going public participation opportunities and information programs.*
- Policy LF-2. *For major development proposals (e.g. General Plan amendments, adoption of specific plans and amendments), the City shall encourage and provide public participation opportunities at early stages in the process.*
- Policy LF-4. *The City shall, to the extent feasible, coordinate land use policies and public improvements with neighboring jurisdictions.*
- Policy LF-5. *The City shall encourage early consultation with, and shall refer development proposals that may have an impact to, adjacent jurisdictions for review and comment. The City shall respond and comment on development proposals that are*

received from other jurisdictions that may have an impact on Roseville, to minimize such impacts and insure consistency and compatibility with existing and planned development in the City.

Community Design Policies (LG)

- Policy LG-1. *Through the design review process, the City shall apply design standards that promote the use of high quality building materials, architectural and site designs, landscaping, signage, and amenities.*
- Policy LG-2. *The City shall continue to develop and apply design standards that result in efficient site and building designs, pedestrian friendly projects that stimulate the use of alternative modes of transportation, and the establishment of a functional relationship between adjacent developments.*
- Policy LG-3. *The City shall encourage designs that strike a balance between the incorporation of aesthetic and development requirements, and the economic considerations associated with development.*
- Policy LG-4. *The design review process shall promote flexibility in achieving design objectives, and encourage projects with innovative, unique and creative architectural style and design.*
- Policy LG-5. *The City shall encourage, promote and support art in public spaces and programs to enhance the design of the City.*
- Policy LG-6. *Through the design review process, encourage site and building designs that are in scale and compatible with adjacent development, with respect to height, bulk, form, mass, and community character.*
- Policy LG-7. *Encourage project designs that place a high priority and value on open space, and the preservation, enhancement and incorporation of natural resources and other features including consideration of topography, vegetation, wetlands, and water courses.*
- Policy LG-8. *Encourage and promote the preservation of historic and/or unique, culturally and architecturally significant buildings, features and visual environments.*
- Policy LG-9. *The location and preservation of native oak trees and oak woodlands shall be a primary factor in determining site design, building location, grading, construction and landscaping, and in establishing the character of projects through their use as a unifying element in both new and existing development.*

Growth Management – General (LH)

- Policy LH-1. *Growth must provide a strong diversified economic base and a reasonable balance between employment and affordable housing.*
- Policy LH-2. *Growth must occur on the basis that projected revenue should be sufficient to meet public costs.*
- Policy LH-3. *The City shall encourage a development pattern that is contiguous with existing developed areas of the City.*
- Policy LH-4. *Growth shall be managed to ensure that adequate public facilities and services, as defined in the Public Facilities Element, are planned and provided and the public health, safety and welfare is protected.*
- Policy LH-5. *The City shall accommodate projected population and employment growth in areas where the appropriate level of public infrastructure and services are planned or will be made available concurrent with development.*
- Policy LH-6. *The City shall use the specific plan process to ensure a comprehensive, logical growth process for new development areas (e.g. urban reserve, annexations) or any areas where significant land use changes are considered.*
- Policy LH-7. *The City shall oppose urban density residential, commercial or industrial development in unincorporated areas unless adequate public facilities and services can be provided and mechanisms to ensure their availability and provision are secured during the land use entitlement process. It is the City's preference that urban development occur within incorporated areas.*
- Policy LH-8. *Growth shall be managed in such a way to ensure that significant open space areas will be preserved.*

Growth Management – Land Use Allocation Policies (LI)

- Policy LI-1. *The City shall, through its land use planning process, capital improvement plans, and facility and service programs, provide for a land use allocation of 39,200 dwelling units (inclusive of the 1,000 unit pool) and non-residential entitlements as designated on the General Plan land use map.*
- Policy LI-2. *The City shall maintain a pool of 1,000 residential units to be allocated for City sponsored and State mandated programs (e.g. second units, density bonuses for affordable housing, redevelopment, annexations of the Livoti and/or Annabelle areas to complete corporate boundaries as reflected on Figure 1) to be utilized in areas where existing development entitlements exist or to further City affordable housing goals.*

Policy LI-3. *The City shall review, and if necessary, modify, the 1,000 unit pool in conjunction with regular updates of the Housing Element, and concurrent with any significant modification to the General Plan resulting in the allocation of additional residential units.*

Growth Management – Growth Areas Policies (LJ)

Policy LJ-1. *The City may consider modifications to the General Plan land use allocation to provide the following:*

- a. *need for additional land to meet the demand for housing and/or employment uses;*
- b. *ability to provide adequate public services and facilities;*
- c. *potential for public transit service;*
- d. *preservation and conservation of natural and environmental features;*
or
- e. *projects that will provide benefit to the City.*

Policy LJ-2. *Prior to the consideration of any General Plan amendment to modify the land use allocation or expand the City's boundaries or sphere of influence, the City shall complete or cause to be completed the following City-wide studies/plans:*

- a. *Long-Range Transit Plan*
- b. *Economic Development Study/Plan*
- c. *Public Facilities and Services Capacity Study*
- d. *Transportation System Capacity Study*

The studies shall define overall holding capacities and identify additional performance standards that will need to be met to ensure the achievement of the goals and policies of the General Plan.

Policy LJ-3. *The following City-wide studies/plans shall be completed prior to June 30, 1993, or the approval of the first specific plan to modify the General Plan land use allocation, whichever comes first:*

- a. *Master Bikeway Plan*
- b. *Transit Opportunity Plan*
- c. *Light Rail Funding Plan*
- d. *Community Design Guidelines*
- e. *Parks Master Plan*

Policy LJ-4. *The City shall require the submittal of a specific plan for the consideration of new development areas or any areas where a significant modification to the General Plan land use allocation is proposed. The specific plan process shall, at a minimum, include the following:*

- a. *General Plan Amendment*
- b. *Development Agreement*
- c. *Zoning Entitlements*
- d. *Environmental Impact Report*
- e. *Phasing, Financing, Capital Improvements Plan*
- f. *Fiscal Impact Analysis*

Policy LJ-5. *Specific plans will be evaluated based on the following minimum criteria:*

- a. *Government Code requirements for specific plans*
- b. *demonstrated consistency with General Plan goals and policies*
- c. *demonstrated consistency with the identified City-wide studies and holding capacity analysis*
- d. *justification for proposed specific plan boundaries*
- e. *community benefit*
- f. *ability to mitigate impacts*
- g. *impact on the City's growth pattern*

Each specific plan proposal shall include, with its initial submittal, a full analysis of how the plan complies with and relates to the above factors. The specific plans' consistency with the General Plan, and its relation to other identified criteria, will be a primary factor in determining whether the proposal will or will not be considered by the City.

Growth Management – Urban Reserve Policies (LK)

Policy LK-1. *The City may determine, in accordance with the goals and policies of this element, that it is appropriate to amend its General Plan land use allocation and expand into an urban reserve areas(s). Under such circumstances, a specific plan will be required to comprehensively plan each of the areas listed below and reflected on Figure 2:*

- a. *North Central Roseville Specific Plan urban reserve*
- b. *Northeast Roseville Specific Plan urban reserve*
- c. *Northwest Roseville Specific Plan urban reserve*
- d. *West Roseville urban reserve*
- e. *North Roseville urban reserve*

Policy LK-3. *In addition to being consistent with the other goals and policies of the General Plan, the specific plan for each of the identified urban reserve areas shall comply with the following:*

- a. *A public focal point, community, and/or theme feature shall be provided in each urban reserve area. These features shall be specific to each area and be designed to contribute to the promotion and enhancement of community character. A special feature may include,*

but is not limited to, a community plaza, central park, or some other type of gathering area; outdoor amphitheater; community garden; regional park with special facilities; sports complex; or cultural facilities.

- b. Entryways shall be provided at entrances to the City in accordance with the Community Design Guidelines. Where possible, the entryways shall take advantage of and incorporate existing natural resources into the entry treatment. The specific plans shall identify the location and treatment of the entryways, and shall consider the use of open space, oak regeneration areas, signage and/or special landscaping.*
- c. The urban reserve specific plan areas shall be planned and oriented to be an integral part of the City consistent with the policies of the Community Form Component of this element.*
- d. Design guidelines, specifying screening and a transition between public utilities (e.g. substations, pump stations) and other uses, shall be developed in conjunction with the public utility departments and agencies. In addition, development along power line and pipeline easements shall incorporate design treatment to insure compatibility and safety. Design guidelines and treatment may include minimum setbacks, building and landscape design standards and possible limitations on certain types of uses and activities.*
- e. Where they exist, and where feasible, natural resource areas shall be preserved along new roadways. Such roadways may create a public boundary between the resource area and other uses. The specific plans shall identify locations and standards for the preservation of natural resources along roadways, and shall identify sources of financing for such road segments.*
- f. The specific plans shall include a resource mitigation/banking plan to be developed in accordance with the provisions of the Open Space and Conservation Element.*

Policy LK-6. *The specific plans for the Northwest (as applicable), West Roseville, and North Roseville urban reserve areas shall comply with the following supplemental policies:*

- a. Development and design options for the areas along Baseline and Fiddymont Roads should be indicated, and to the extent feasible and desirable, be coordinated and compatible with adjacent land uses. This includes the rural residential uses south of Baseline. The standards identified in the Northwest Roseville Specific Plan for Baseline Road shall be used as a minimum for treatment along both roadways to*

establish continuity. These standards should include minimum setbacks, landscape requirements, buffering and building design standards.

- b. Development and design options for the areas adjacent to the North Industrial Area shall provide adequate separation from existing and planned industrial uses. The specific plan shall include standards considering type of uses, setbacks and other design considerations. The standards shall be coordinated with the North Industrial Design Guidelines.*
- c. Existing oak trees and woodlands shall be incorporated as an integral part of the design treatment in the areas.*
- d. Pleasant Grove and Kaseberg Creeks shall be preserved as specified and generally mapped in the Open Space and Conservation Element. The precise boundaries and exact method of preservation shall be identified in the specific plan.*
- e. A City-wide park shall be developed in the West Roseville urban reserve area which provides a community theme or focus for the specific plan area it is within. The community theme component of the park may include, but is not limited to, the preservation of oak woodlands, the development of a community center, town plaza, or amphitheater.*

Growth Management – Annexations and Sphere of Influence (LL)

Policy LL-1. *The City may initiate studies to investigate the potential of (1) annexing areas within its sphere of influence; and (2) expanding its sphere of influence boundaries. The studies should be focused on those areas that, both long and short term, may effect General Plan goals and policies and that would be logically served and planned by the City. The studies shall include the identification, availability and funding of public services, as well as the costs and impacts to the City and other service providers. Issues to be analyzed include, but are not limited to, present and planned land uses, water, sewer, electric, library, parks, schools, circulation and affordable housing. Based on these studies, and resident and property owner input, the City may take steps to annex or expand its sphere of influence.*

Policy LL-2. *The City may consider annexations that:*

- a. *are contiguous with City boundaries and provide for a logical expansion of the City;*
- b. *create clear and reasonable boundaries;*
- c. *ensure the provision of adequate municipal services;*
- d. *are beneficial from a fiscal standpoint to the City and its residents;*
- e. *are consistent with State law and Placer County Local Agency Formation Commission (LAFCO) standards and criteria;*
- f. *are consistent with the General Plan.*

Policy LL-3. *The City may consider expanding its sphere of influence to incorporate areas that, in the future, should be logically planned and serviced by Roseville. The City shall consider the following factors, as identified by LAFCO, when making determinations involving sphere of influence boundaries:*

- a. *Present and planned land uses in the area;*
- b. *Present and probable need for public facilities and services in the area;*
- c. *Present capacity of public facilities and adequacy of public services;*
- d. *Existence of any social or economic communities of interest in the area; and*
- e. *Open space and agricultural lands.*

C.3 CIRCULATION POLICIES

Functional Classification Policies (CA)

- Policy CA-1. *Establish a functional classification system to guide the planning and design of the City's roadway system.*
- Policy CA-3. *Establish a comprehensive set of design standards for the City's roadway system by functional class.*
- Policy CA-4. *Maintain a system of truck routes to provide for the safe and efficient movement of goods and to avoid impacting residential neighborhoods.*

Level of Service Policies (CB)

- Policy CB-1. *Maintain a level of service (LOS) "C" standard for all intersections and roadway segments in the City. Exceptions to that standard may be considered where the City finds that the required improvements are unacceptable based on established criteria.*
- Policy CB-2. *Strive to meet the level of service standards through a balanced transportation system that provides alternatives to the automobile.*

Policy CB-4. *Secure adequate funding for all components of the City's transportation system to ensure level of service policy is maintained.*

Transit Policies (CC)

Policy CC-1. *Pursue and support transit services within the community and region, and shall pursue land use, design and other mechanisms which promote the use of such services.*

Policy CC-5. *Consider the transit needs of senior, disabled, minority, low-income, and transit dependent persons when making decisions regarding transit service.*

Transportation System Management Policies (CD)

Policy CD-1. *The City shall continue to enforce its TSM ordinance and monitor its effectiveness.*

Bikeways/Trails Policies (CE)

Policy CE-1. *Develop a comprehensive and safe system of recreational and commuter bicycle routes and trails that provides connections between the City's major employment and housing areas and between its existing and planned bikeways.*

Policy CE-2. *Coordinate its bikeway and trail system with those of neighborhood jurisdictions.*

Policy CE-3. *Pursue available sources of funding for bikeways and trails.*

C.4 AIR QUALITY -- POLICIES

Air Quality – General Policies (AA)

Policy AA-3. *The City shall develop consistent and accurate procedures for evaluating the air quality impacts of both new and existing projects.*

Policy AA-4. *The City shall develop mitigation measures to minimize stationary and area source emissions.*

Air Quality – Transportation and Circulation Related Policies (AA)

- Policy AA-5. *The City shall develop transportation systems that minimize vehicle delay and air pollution.*
- Policy AA-6. *The City shall develop consistent and accurate procedures for mitigating transportation emissions from new and existing projects.*
- Policy AA-7. *The City shall encourage alternative modes of transportation including pedestrian, bicycle and transit usage.*

Air Quality – Land Use Related (AA)

- Policy AA-8. *The City shall separate air pollution-sensitive land uses from sources of air pollution.*
- Policy AA-9. *The City shall encourage land use policies that maintain and improve air quality.*

Air Quality – Energy Conservation Related Policies (AA)

- Policy AA-10. *The City shall conserve energy and reduce air emissions by encouraging energy efficient building designs and transportation systems.*

Air Quality – Hazardous Materials Related Policies (AA)

- Policy AA-11. *The City shall protect its residents from the risks involved in the transport, distribution, storage, use, and disposal of hazardous materials.*

C.5 OPEN SPACE AND CONSERVATION -- POLICIES

Open Space System (OA)

- Policy OA-1. *Provide an interconnecting system of open space corridors which, where feasible, incorporate bikeways and pedestrian paths.*
- Policy OA-2. *Provide interconnected open space corridors between open space and habitat resources, recreation areas, schools, employment, commercial services and residential areas.*
- Policy OA-3. *Work with adjacent jurisdictions to connect the City with regional open space and trail systems, providing a network of open space and habitat resources, pathways and, where reasonable, equestrian trails, through the City to link nearby communities.*

- Policy OA-4. *All new development shall be required to provide linkages to existing and planned open space systems. Where such access cannot be provided through the creation of open space connections, alternative linkages shall be identified.*
- Policy OA-5. *Provide access to public open space resources except in those areas determined by the City to be sensitive to human presence.*
- Policy OA-6. *Consideration of natural habitat areas, shall be taken into account in developing linkages and in preserving open space areas. Alternate sites for linkages shall be identified where sensitive habitat areas have the potential to be adversely impacted.*
- Policy OA-7. *The City shall maximize opportunities for preservation and maintenance of open space resources, including establishment of private open space areas and coordination with non-profit organizations.*
- Policy OA-8. *Provide opportunities for public education through the City's public open space system, natural resource areas, and parks and recreation facilities.*

Vegetation and Wildlife (OB)

- Policy OB-1. *Incorporate existing trees into development projects, and where preservation is not feasible, continue to require mitigation for the loss of removed trees. Particular emphasis shall be placed on avoiding the removal of groupings or groves of trees.*
- Policy OB-2. *Preserve and rehabilitate continuous riparian corridors and adjacent habitat along the City's creeks and waterways.*
- Policy OB-3. *Require dedication of the 100-year flood plain to protect habitat and wildlife areas.*
- Policy OB-4. *Require preservation of more than the 100-year flood plain as merited by special resources or circumstances. Special circumstances may include, but are not limited to: sensitive wildlife or vegetation, wetland habitat, oak woodland areas, grassland connections in association with other habitat areas, slope or topographical considerations, recreation opportunities and maintenance access requirements.*
- Policy OB-5. *Limit recreation activities within the 100-year flood plain and require additional setback areas to trails and other public recreation uses so that natural resource areas are not adversely impacted.*
- Policy OB-7. *Require cumulative mitigation plans for wetlands, where feasible, in association with specific plans.*
- Policy OB-9. *Limit the access of pedestrians and cyclists to protect vernal pool and wetland areas.*

- Policy OB-10. *Manage public lands with special status species to encourage propagation of the species, and discourage nonindigenous, invasive species.*
- Policy OB-11. *Habitat preservation and mitigation for woodlands, creeks, riparian and seasonal wetland areas shall occur within the defined boundaries of the impacting projects, where long term resource viability is feasible and desirable.*
- Policy OB-12. *Consider the use of City property for habitat preservation and mitigation requirements resulting from development proposals, when such efforts do not conflict with existing resources, recreational opportunities or other City goals, policies or programs.*

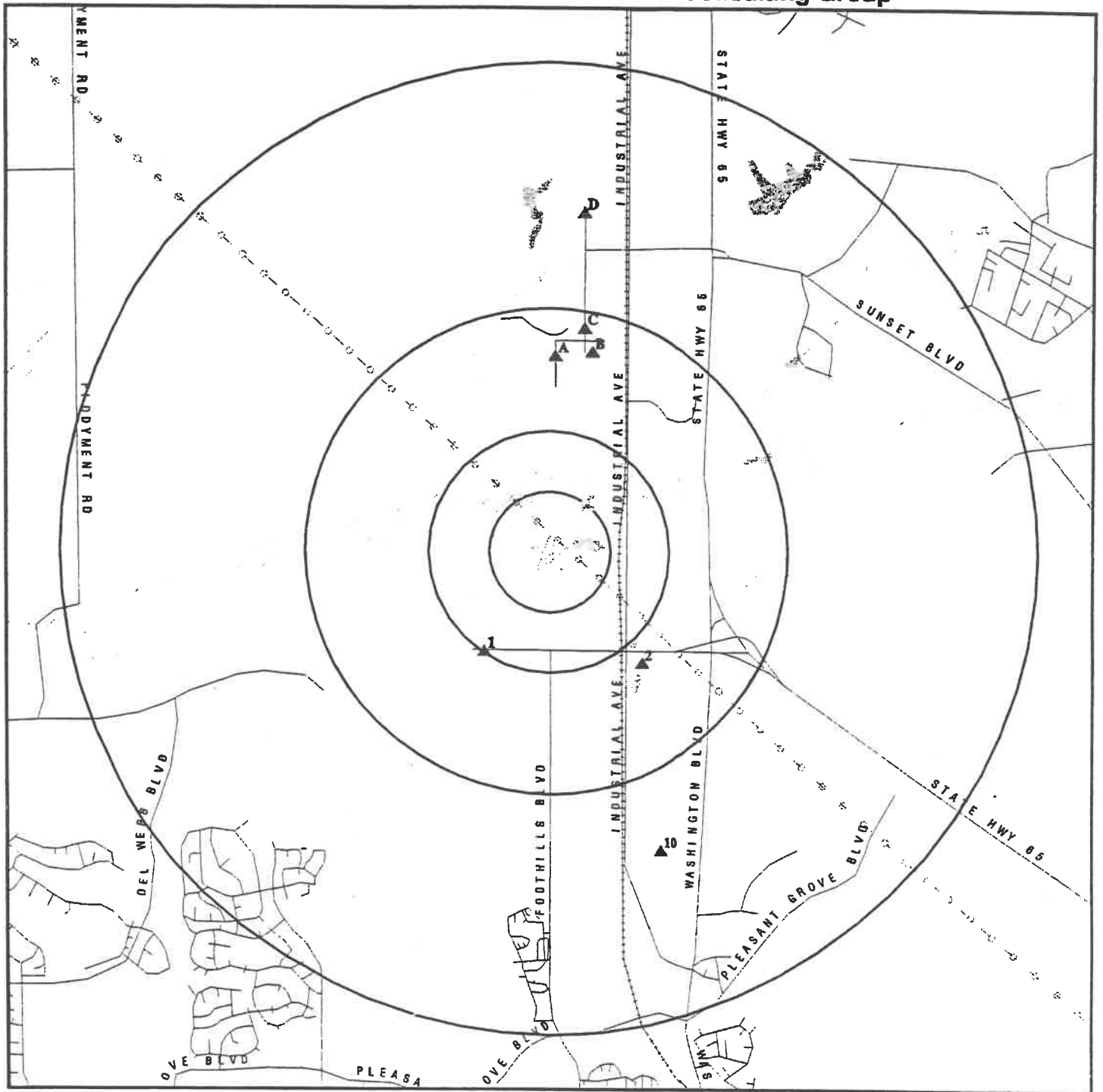
Water Resources, Groundwater Recharge and Water Quality (OC)

- Policy OC-1. *Utilize cost-effective urban run-off controls, including Best Management Practices, to limit urban pollutants from entering the water courses.*
- Policy OC-2. *Implement erosion control and topsoil conservation measures to limit sediments within water courses.*
- Policy OC-3. *Ensure a buffer area between waterways and urban development to protect water quality and riparian areas.*
- Policy OC-4. *Continue to monitor and participate in, as appropriate, regional activities affecting water resources, groundwater and water quality.*
- Policy OC-5. *Continue to monitor groundwater resources. Areas where recharge potential is determined to be high shall be considered for designation as open space.*
- Policy OC-6. *Where feasible, locate stormwater retention ponds in areas where subsoil is suitable for groundwater recharge.*

Archaeological, Historic and Cultural Resources (OD)

- Policy OD-1. *When items of historical, cultural or archaeological significance are discovered within the City, a qualified archaeologist or historian shall be called to evaluate the find and to recommend a proper action.*
- Policy OD-2. *Significant archaeological sites shall, when feasible, be incorporated into open space areas.*
- Policy OD-3. *Subject to approval by the appropriate Federal, State and local agencies, artifacts which are discovered and subsequently*

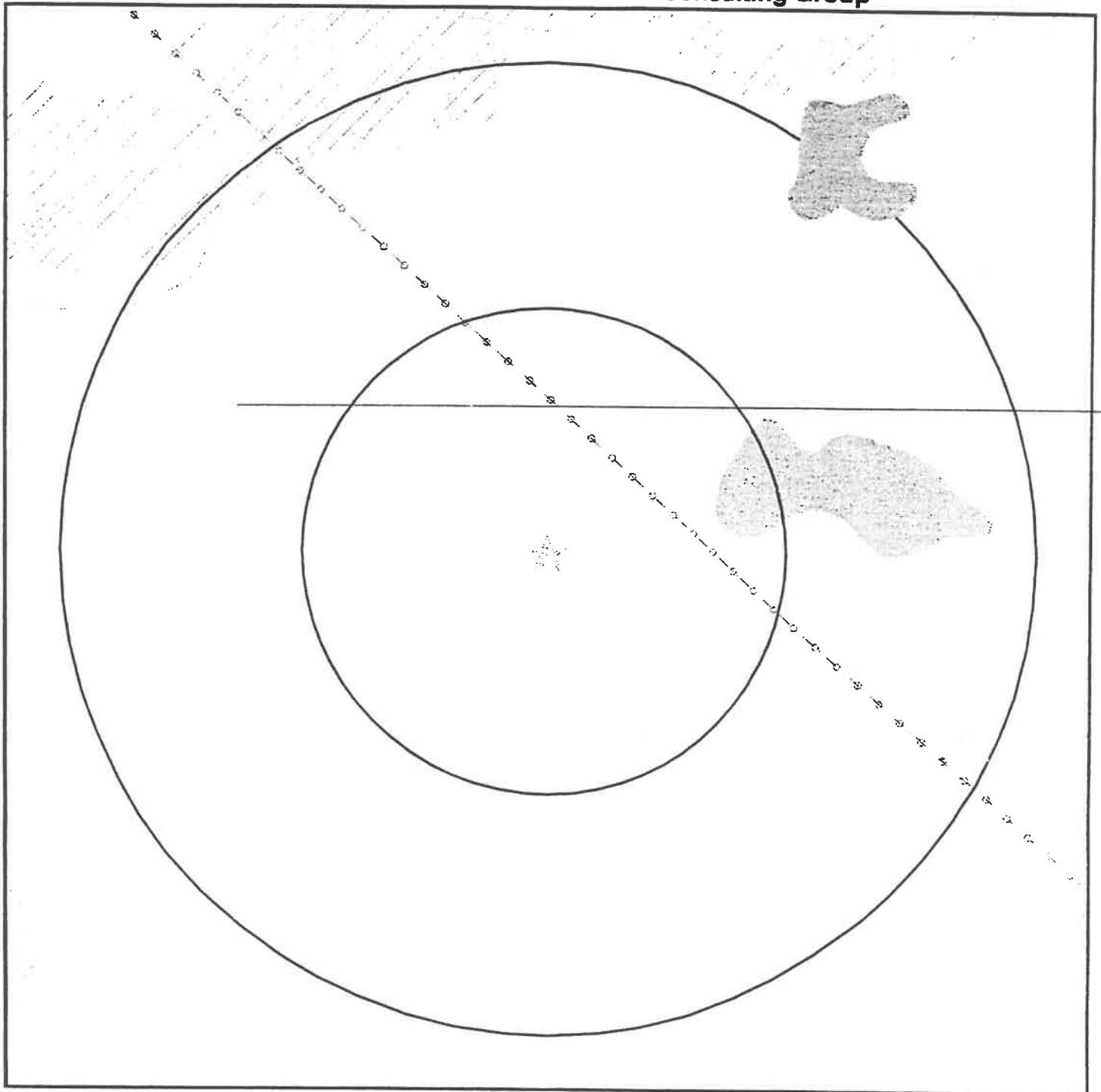
OVERVIEW MAP - 0454885.1r - Anderson Consulting Group



- Target Property
- ▲ Sites at elevations higher than or equal to the target property
- Sites at elevations lower than the target property
- ▲ Coal Gasification Sites (if requested)
- National Priority List Sites
- Landfill Sites
- Power transmission lines
- Oil & Gas pipelines
- 100-year flood zone
- 500-year flood zone
- Wetlands per National Wetlands Inventory (1994)
- Areas of Concern

TARGET PROPERTY:	Foothills Annex	CUSTOMER:	Anderson Consulting Group
ADDRESS:	Apr 017-112-029	CONTACT:	Brian Carey
CITY/STATE/ZIP:	Roseville CA 95765	INQUIRY #:	0454885.1r
LAT/LONG:	38.8015 / 121.3128	DATE:	January 21, 2000 11:28 am

DETAIL MAP - 0454885.1r - Anderson Consulting Group



- Target Property
- ▲ Sites at elevations higher than or equal to the target property
- ◆ Sites at elevations lower than the target property
- ▲ Coal Gasification Sites (if requested)
- ⊕ Sensitive Receptors
- ▣ National Priority List Sites
- ▣ Landfill Sites
- Power transmission lines
- Oil & Gas pipelines
- ▣ 100-year flood zone
- ▣ 500-year flood zone
- ▣ Wetlands per National Wetlands Inventory (1994)
- ▣ Areas of Concern

TARGET PROPERTY: ADDRESS: CITY/STATE/ZIP: LAT/LONG:	Foothills Annex Apr 017-112-029 Roseville CA 95765 38.8015 / 121.3128	CUSTOMER: CONTACT: INQUIRY #: DATE:	Anderson Consulting Group Brian Carey 0454885.1r January 21, 2000 11:28 am
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MAP FINDINGS SUMMARY SHOWING ALL SITES

Database	Target Property	Search Distance (Miles)	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
NPL		1.500	0	0	0	0	0	0
Delisted NPL		1.500	0	0	0	0	0	0
RCRIS-TSD		1.000	0	0	0	0	NR	0
AWP		1.500	0	0	0	0	0	0
Cal-Sites		1.500	0	0	0	0	2	2
Notify 65		1.500	0	0	0	0	0	0
CHMIRS		1.500	0	0	0	0	0	0
Cortese		1.500	0	0	0	1	0	1
Toxic Pits		1.500	0	0	0	0	0	0
CERCLIS		1.000	0	0	0	0	NR	0
CERC-NFRAP		0.750	0	0	0	0	NR	0
CORRACTS		1.500	0	0	0	0	1	1
State Landfill		1.000	0	0	0	3	NR	3
LUST		1.000	0	0	0	1	NR	1
UST		0.750	0	0	1	0	NR	1
CA FID		0.750	0	0	0	0	NR	0
AST		0.500	0	0	0	NR	NR	0
RAATS		0.500	0	0	0	NR	NR	0
WMUDS/SWAT		1.000	0	0	0	2	NR	2
HAZNET		0.750	0	0	0	1	NR	1
RCRIS Sm. Quan. Gen.		0.750	0	0	0	1	NR	1
RCRIS Lg. Quan. Gen.		0.750	0	0	0	0	NR	0
HMIRS		0.500	0	0	0	NR	NR	0
PADS		0.500	0	0	0	NR	NR	0
ERNS		0.500	0	0	0	NR	NR	0
FINDS		0.500	0	0	0	NR	NR	0
TRIS		0.500	0	0	0	NR	NR	0
TSCA		0.500	0	0	0	NR	NR	0
MLTS		0.500	0	0	0	NR	NR	0
NPL Liens		0.500	0	0	0	NR	NR	0
CA SLIC		1.000	0	0	0	0	NR	0
CA Bond Exp. Plan		1.500	0	0	0	0	0	0
ROD		1.500	0	0	0	0	0	0
CONSENT		1.500	0	0	0	0	0	0
CA WDS		0.500	0	0	0	NR	NR	0
SMS R_2		0.500	0	0	0	NR	NR	0
CA MS		0.500	0	0	0	NR	NR	0
Coal Gas		1.500	0	0	0	0	0	0
MINES		0.750	0	0	0	0	NR	0

TP = Target Property

NR = Not Requested at this Search Distance

* Sites may be listed in more than one database

**MAP FINDINGS SUMMARY SHOWING
ONLY SITES HIGHER THAN OR THE SAME ELEVATION AS TP**

Database	Target Property	Search Distance (Miles)	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
NPL		1.500	0	0	0	0	0	0
Delisted NPL		1.500	0	0	0	0	0	0
RCRIS-TSD		1.000	0	0	0	0	NR	0
AWP		1.500	0	0	0	0	0	0
Cal-Sites		1.500	0	0	0	0	2	2
Notify 65		1.500	0	0	0	0	0	0
CHMIRS		1.500	0	0	0	0	0	0
Cortese		1.500	0	0	0	1	0	1
Toxic Pits		1.500	0	0	0	0	0	0
CERCLIS		1.000	0	0	0	0	NR	0
CERC-NFRAP		0.750	0	0	0	0	NR	0
CORRACTS		1.500	0	0	0	0	1	1
State Landfill		1.000	0	0	0	3	NR	3
LUST		1.000	0	0	0	1	NR	1
UST		0.750	0	0	1	0	NR	1
CA FID		0.750	0	0	0	0	NR	0
AST		0.500	0	0	0	NR	NR	0
RAATS		0.500	0	0	0	NR	NR	0
WMUDS/SWAT		1.000	0	0	0	2	NR	2
HAZNET		0.750	0	0	0	1	NR	1
RCRIS Sm. Quan. Gen.		0.750	0	0	0	1	NR	1
RCRIS Lg. Quan. Gen.		0.750	0	0	0	0	NR	0
HMIRS		0.500	0	0	0	NR	NR	0
PADS		0.500	0	0	0	NR	NR	0
ERNS		0.500	0	0	0	NR	NR	0
FINDS		0.500	0	0	0	NR	NR	0
TRIS		0.500	0	0	0	NR	NR	0
TSCA		0.500	0	0	0	NR	NR	0
MLTS		0.500	0	0	0	NR	NR	0
NPL Liens		0.500	0	0	0	NR	NR	0
CA SLIC		1.000	0	0	0	0	NR	0
CA Bond Exp. Plan		1.500	0	0	0	0	0	0
ROD		1.500	0	0	0	0	0	0
CONSENT		1.500	0	0	0	0	0	0
CA WDS		0.500	0	0	0	NR	NR	0
SMS R_2		0.500	0	0	0	NR	NR	0
CA MS		0.500	0	0	0	NR	NR	0
Coal Gas		1.500	0	0	0	0	0	0
MINES		0.750	0	0	0	0	NR	0

TP = Target Property

NR = Not Requested at this Search Distance

* Sites may be listed in more than one database

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
 EPA ID Number

Coal Gas Site Search: No site was found in a search of Real Property Scan's ENVIROHAZ database.

1
 SSW
 1/4-1/2
 2587
 Higher

**WALAIRE, INC.
 2000 BLUE OAKS BLVD.
 ROSEVILLE, CA 95678**

UST

U001613898
 N/A

State UST:

Facility ID:	52876	Container Num:	I
Tank Num:	1	Year Installed:	1979
Tank Capacity:	500	Tank Constrctn:	Not reported
Tank Used for:	PRODUCT	Telephone:	(916) 783-4974
Type of Fuel:	Not Reported	Region:	Not reported
Leak Detection:	Visual	Other Type:	RESIDENCE
Contact Name:	WALTER F. FIDDYMENT		
Total Tanks:	1		
Facility Type:	2		

2
 SE
 1/2-1
 3149
 Higher

**HEWLETT PACKARD
 8855 WASHINGTON BLVD BLDG 1
 ROSEVILLE, CA 95678**

RCRIS-SQG
 FINDS
 HAZNET

1001085682
 CAR000010066

RCRIS:

Owner: HEWLETT PACKARD CO
 (415) 705-1501

Contact: DARYL REIBER
 (916) 785-3495

Record Date: 03/18/1996

Classification: Small Quantity Generator

Used Oil Recyc: No

Violation Status: No violations found

HAZNET:

Gepaid:	CAR000010066	Tepaid:	CAD009452657
Contact:	HEWLETT PACKARD CO	Telephone:	(415) 857-1501
Gen County:	Placer	Tsd County:	San Mateo
Tons:	29.7599		
Category:	Other inorganic solid waste		
Disposal Method:	Recycler		
Mailing Address:	8000 FOOTHILLS BLVD ROSEVILLE, CA 95747 - 5069		
County	Placer		

A3
 North
 1/2-1
 4280
 Higher

**MALLARD CREEK COMPOST
 4095 DULUTH AVE
 ROCKLIN, CA**

SWF/LF

S103945837
 N/A

LF:

Facility ID: 31-AA-0630
 Operator: Not reported

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
 EPA ID Number

MALLARD CREEK COMPOST (Continued)

S103945837

Operator Addr:	Not reported		
Operator Phone:	Not reported		
Owner:	Not reported		
Owner Address:	Not reported		
Activity:	Composting Facility (Mixed)		
Operator's Status:	Active		
Regulation Status:	Proposed		
Region:	STATE		
Lat/Long:	38.78333 / -121.23333		
Waste Accepted:	Not reported		
Surrounding Land:	Not reported		
Report of Facility Info Date:		Not reported	
Report of Facility Info Amendment:		Not reported	
Permitted Throughput with Units:		Not reported	
Actual Throughput with Units:		Not reported	
Actual Capacity with Units:		Not reported	
Permitted Capacity with Units:		Not reported	
Remaining Capacity with Units:		Not reported	
Permitted Total Acreage:		Not reported	
Actual Total Acreage:		Not reported	
Permitted Disposal Acreage:		Not reported	
Actual Disposal Acreage:		Not reported	
Inspection Frequency:		Not reported	
SWIS Number:	Not reported	Size:	Not reported
Date Open:	Not reported	Date Closed:	Not reported
Type of Refuse:	Not reported	Total Capacity:	Not reported
Remaining Capacity at Closing Date:			Not reported
Avg Depth of Fill:			Not reported
Gas Management 1:			Not reported
Gas Management 2:			Not reported
Additional Expansion System:			Not reported
Potential Future Use:			Not reported
Facility Type:			Not reported
Land Owner:			Not reported
Date of Operation:			Not reported
Site Description 1:			Not reported
Site Description 2:			Not reported
Site Description 3:			Not reported
Site Description 4:			Not reported
Site Description 5:			Not reported
Site Description 6:			Not reported
Permit Date:			Not reported

A4
 North
 1/2-1
 4280
 Higher

MALLARD CREEK, INC
4095 DULUTH AVE
ROCKLIN, CA

SWF/LF
 CA MS

1000277583
 N/A

LF:
 Facility ID: 31-AA-0628
 Operator: Mallard Creek, Inc
 Operator Addr: 4095 Duluth Ave.
 Rocklin, CA 95765
 Operator Phone: (916) 645-1681
 Owner: Not reported
 Owner Address: Not reported
 Activity: Composting Facility (Green Waste)
 Operator's Status: Planned

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
 EPA ID Number

MALLARD CREEK, INC (Continued)

1000277583

Regulation Status: Proposed
 Region: STATE
 Lat/Long: 38.78333 / -121.23333
 Waste Accepted: Not reported
 Surrounding Land: Not reported
 Report of Facility Info Date: Not reported
 Report of Facility Info Amendment: Not reported
 Permitted Throughput with Units: Not reported
 Actual Throughput with Units: Not reported
 Actual Capacity with Units: Not reported
 Permitted Capacity with Units: Not reported
 Remaining Capacity with Units: Not reported
 Permitted Total Acreage: Not reported
 Actual Total Acreage: Not reported
 Permitted Disposal Acreage: Not reported
 Actual Disposal Acreage: Not reported
 Inspection Frequency: Not reported
 SWIS Number: Not reported
 Date Open: Not reported
 Type of Refuse: Not reported
 Remaining Capacity at Closing Date: Not reported
 Avg Depth of Fill: Not reported
 Gas Management 1: Not reported
 Gas Management 2: Not reported
 Additional Expansion System: Not reported
 Potential Future Use: Not reported
 Facility Type: Not reported
 Land Owner: Not reported
 Date of Operation: Not reported
 Site Description 1: Not reported
 Site Description 2: Not reported
 Site Description 3: Not reported
 Site Description 4: Not reported
 Site Description 5: Not reported
 Site Description 6: Not reported
 Permit Date: Not reported
 Size: Not reported
 Date Closed: Not reported
 Total Capacity: Not reported

Placer MS:
 Facility ID: PR0002780 Aboveground Haz Mat - no waste
 District Code: 017
 Program Status: Active

Facility ID: PR0006209 STATE SERVICE CHG-RIGHT TO KNOW
 District Code: 017
 Program Status: Active

B5
 NNE
 1/2-1
 4460
 Higher

**SUNSET SEPTAGE LAGOONS
 END OF CINCINATTI AVE
 ROCKLIN, CA**

SWF/LF

**S102361614
 N/A**

LF:
 Facility ID: 31-AA-0627
 Operator: REY HUCK
 Operator Addr: Not reported
 Operator Phone: (916) 889-7587
 Owner: Not reported
 Owner Address: Not reported

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
 EPA ID Number

SUNSET SEPTAGE LAGOONS (Continued)

S102361614

Activity:	Treatment Unit (processing)		
Operator's Status:	Active		
Regulation Status:	To Be Determined		
Region:	STATE		
Lat/Long:	38.78333 / -121.23333		
Waste Accepted:	Not reported		
Surrounding Land:	Not reported		
Report of Facility Info Date:		Not reported	
Report of Facility Info Amendment:		Not reported	
Permitted Throughput with Units:		Not reported	
Actual Throughput with Units:		Not reported	
Actual Capacity with Units:		Not reported	
Permitted Capacity with Units:		Not reported	
Remaining Capacity with Units:		Not reported	
Permitted Total Acreage:		Not reported	
Actual Total Acreage:		Not reported	
Permitted Disposal Acreage:		Not reported	
Actual Disposal Acreage:		Not reported	
Inspection Frequency:		Not reported	
SWIS Number:	Not reported	Size:	Not reported
Date Open:	Not reported	Date Closed:	Not reported
Type of Refuse:	Not reported	Total Capacity:	Not reported
Remaining Capacity at Closing Date:			
Avg Depth of Fill:			
Gas Management 1:			
Gas Management 2:			
Additional Expansion System:			
Potential Future Use:			
Facility Type:			
Land Owner:			
Date of Operation:			
Site Description 1:			
Site Description 2:			
Site Description 3:			
Site Description 4:			
Site Description 5:			
Site Description 6:			
Permit Date:			Not reported

**B6
 NNE
 1/2-1
 4460
 Higher**

**SUNSET SEPTAGE LAGOON
 S. END OF CINNCINATTI AVE
 ROCKLIN ,CA, CA**

**WMUDS
 Ca. WDS**

**S101311862
 N/A**

WMUDS:
 Region: 5S
 Date of Last Facility Edit: Not reported
 Last Facility Editors: Not reported
 Waste Discharge System ID: 5A310104016
 Solid Waste Information ID: Not reported
 Waste Discharge System: True
 Solid Waste Assessment Test Program: False
 Facility Name: Not reported
 Toxic Pits Cleanup Act Program: False
 Resource Conservation Recovery Act Program: False
 Department of Defense: False
 Open to Public: False
 Number of WMUDS at Facility: 1

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
 EPA ID Number

SUNSET SEPTAGE LAGOON (Continued)

S101311862

Facility Telephone: (530) 889-7511
 Primary Standard Industrial Classification: 4952
 Secondary Standard Industrial Classification: Not reported
 Solid Waste Assessment Test Program Name: Not reported
 NPID: Not reported
 Tonnage: 0
 Regional Board ID: Not reported
 Municipal Solid Waste: False
 Superorder: False
 Sub Chapter 15: True
 Reg. Board Project Officer: PWM
 Section Range: Not reported
 RCRA Facility: No
 Waste Discharge Requirements: A
 Base Meridian: Not reported
 Waste List: F
 Facility Description: Not reported
 Self-Monitoring Rept. Frequency: Quarterly Summittal
 Threat to Water Quality:

Moderate Threat to Water Quality. A violation could have a major adverse impact on receiving biota, can cause aesthetic impairment to a significant human population, or render unusable a potential domestic or municipal water supply. Awsthetic imapirment would include nuisance from a waste treatment facility.

Facility Type: Municipal/Domestic - Facility that treats sewage or a mixture of predominantly sewage and other waste from districts, municipalities, communities, hospitals, schools, and publicly or privately owned systems (excluding individual subsurface leaching systems disposing of less than 1,000 gallons per day).

Complexity: Category B - Any facility having a physical, chemical, or biological waste treatment system (except for septic systems with subsurface disposal), or any Class II or III disposal site, or facilities without treatment systems that are complex, such as marinas with petroleum products, solid wastes, and sewage pump out facilities.

Prime Waste: Domestic Sewage - Designated/Influent or Solid Wastes that pose a significant threat to water quality because of their high concentrations (E.G., BOD, Hardness, TRF, Chloride). 'Manageable' hazardous wastes (E.G., inorganic salts and heavy metals) are included in this category.

Agency: PLACER CO. FACILITY SERVICES
 Address: 11476 C AVE, DEWITT CENTER
 AUBURN ,CA 95603

Department: Not reported
 Contact: WARREN TELLEFSON
 Telephone: (530) 889-7511
 Type: County
 Landowner: Not reported
 Address: Not reported
 Telephone: Not reported
 Contact: Not reported

WDS:

Facility ID: Sacramento River 31010401
 Facility Contact: WARREN TELLEFSON
 SIC Code: 4952
 Agency Name: PLACER CO. FACILITY SERVICES
 Agency Addr: 11476 C AVE* DEWITT CENTER
 AUBURN, CA 95603
 Facility Telephone (530) 889-7511
 SIC Code 2: Not reported

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
 EPA ID Number

SUNSET SEPTAGE LAGOON (Continued)

S101311862

Agency Contact: WARREN TELLEFSON Agency Phone: (530) 889-7511
 Design Flow: Not reported Baseline Flow: Not reported
 Facility Type: Municipal/Domestic - Facility that treats sewage or a mixture of predominantly sewage and other waste from districts, municipalities, communities, hospitals, schools, and publicly or privately owned systems (excluding individual subsurface leaching systems disposing of less than 1,000 gallons per day).
 Facility Status: Active - Any facility with a continuous or seasonal discharge that is under Waste Discharge Requirements.
 Agency Type: County
 Waste Type: Domestic Sewage - Designated/Influent or Solid Wastes that pose a significant threat to water quality because of their high concentrations (E.G., BOD, Hardness, TRF, Chloride). 'Manageable' hazardous wastes (E.G., inorganic salts and heavy metals) are included in this category.
 Threat to Water: Moderate Threat to Water Quality. A violation could have a major adverse impact on receiving biota, can cause aesthetic impairment to a significant human population, or render unusable a potential domestic or municipal water supply. Awsthetic imapiment would include nuisance from a waste treatment facility.
 Complexity: Category B - Any facility having a physical, chemical, or biological waste treatment system (except for septic systems with subsurface disposal), or any Class II or III disposal site, or facilities without treatment systems that are complex, such as marinas with petroleum products, solid wastes, and sewage pump out facilities.
 Reclamation: No reclamation requirements associated with this facility.
 POTW: The POTW Does not have an approved pretreatment program. Some POTWs may have local pretreatment programs that have not been approved by the regional board and/or EPA.
 NPDES Number: Not reported
 Subregion: 5S
 Frequency of Reporting to Regional Board: Quarterly Submittal
 Resource Conservation and Recovery Act (RCRA) Facility: No
 Project Official's Initials: PWM

B7
 NNE
 1/2-1
 4460
 Higher

SUNSET SEPTAGE LAGOONS
END OF CINCINNATI AVE
ROCKLIN ,CA, CA

WMUDS S103442060
N/A

WMUDS:

Region: 5S
 Date of Last Facility Edit: Not reported
 Last Facility Editors: Not reported
 Waste Discharge System ID: 5A310301N02
 Solid Waste Information ID: Not reported
 Waste Discharge System: True
 Solid Waste Assessment Test Program: False
 Facility Name: Not reported
 Toxic Pits Cleanup Act Program: False
 Resource Conservation Recovery Act Program: False
 Department of Defense: False
 Open to Public: False
 Number of WMUDS at Facility: 1
 Facility Telephone: (916) 889-7587
 Primary Standard Industrial Classification: 4953
 Secondary Standard Industrial Classification: Not reported
 Solid Waste Assessment Test Program Name: Not reported
 NPID: Not reported
 Tonnage: 0
 Regional Board ID: Not reported
 Municipal Solid Waste: False
 Superorder: False

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
 EPA ID Number

SUNSET SEPTAGE LAGOONS (Continued)

S103442060

Sub Chapter 15:	True
Reg. Board Project Officer:	GAI
Section Range:	Not reported
RCRA Facility:	Not reported
Waste Discharge Requirements:	H
Base Meridian:	Not reported
Waste List:	F
Facility Description:	Not reported
Self-Monitoring Rept. Frequency:	Not reported
Threat to Water Quality:	
	Moderate Threat to Water Quality. A violation could have a major adverse impact on receiving biota, can cause aesthetic impairment to a significant human population, or render unusable a potential domestic or municipal water supply. Awsthetic imapirment would include nuisance from a waste treatment facility.
Facility Type:	Solid Waste Site-Class III - Landfills for non hazardous solid wastes.
Complexity:	Category B - Any facility having a physical, chemical, or biological waste treatment system (except for septic systems with subsurface disposal), or any Class II or III disposal site, or facilities without treatment systems that are complex, such as marinas with petroleum products, solid wastes, and sewage pump out facilities.
Prime Waste:	Domestic Sewage - Designated/Influent or Solid Wastes that pose a significant threat to water quality because of their high concentrations (E.G., BOD, Hardness, TRF, Chloride). 'Manageable' hazardous wastes (E.G., inorganic salts and heavy metals) are included in this category.
Agency:	PLACER COUNTY, DPW
Address:	1444 B AVE, DEWITT CENTER AUBURN ,CA 95603
Department:	Not reported
Contact:	DAVID BABITZ
Telephone:	(916) 889-7510
Type:	County
Landowner:	Not reported
Address:	Not reported
Telephone:	Not reported
Contact:	Not reported

C8
 North
 1/2-1
 4934
 Higher

REYNOLDS METALS CO WEST COAST END PLANT
 3939 CINCINNATI AVE
 ROCKLIN, CA 95765

HAZNET
 LUST

S100943455
 N/A

State LUST:

Cross Street:	Not reported	Qty Leaked:	Not reported
Reg Board:	Central Valley Region		
Chemical:	Toluene		
Lead Agency:	Regional Board		
Case Type:	Soil only		
Status:	Remediation plan developed		
Review Date:	Not reported	Confirm Leak:	Not reported
Workplan:	Not reported	Prelim Assess:	Not reported
Pollution Char:	Not reported	Remed Plan:	4/2/1992
Remed Action:	Not reported	Monitoring:	Not reported
Close Date:	Not reported	Release Date:	05/05/89

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
 EPA ID Number

AMERICAN OLEAN TILE COMPANY (Continued)

S101481501

CAL-SITES:

Facility ID 31320001
 Status: PEAP - PRELIMINARY ENDANGERMENT ASSESSMENT IN PROGRESS
 Status Date: 07/17/1997
 Lead: Not reported
 Region: 1 - SACRAMENTO
 Branch: CC - CENTRAL CALIFORNIA
 File Name: Not reported
 Status Name: PRELIMINARY ENDANGERMENT ASSESSMENT IN PROGRESS
 Lead Agency: N/A
 NPL: Not reported
 SIC: 32 MANU - STONE, CLAY & GLASS PRODUCTS
 Facility Type: VOLUNTARY CLEANUP PROGRAM
 Facility Type Name: VCP
 Staff Member Responsible for Site: SROSS
 Supervisor Responsible for Site: RHUME
 Region Water Control Board: CV - CENTRAL VALLEY
 Access: Not reported
 Cortese: Not reported
 Hazardous Ranking Score: Not reported
 Date Site Hazard Ranked: Not reported
 Groundwater Contamination: Not reported
 No. of Contamination Sources: 0.00000
 Lat/Long: 0.00000' 0.00000' 0.00000' / 0.00000' 0.00000' 0.00000'
 Lat/long Method: Not reported
 State Assembly District Code: 04
 State Senate District: 01

D11
 North
 > 1
 7316
 Higher

FORMICA CORP
 3500 CINCINNATI AVE
 SUNSET WHITNEY RANCH, CA 95677

FINDS 1000299404
RCRIS-LQG CAD000415455
TRIS
CORRACTS
CERC-NFRAP
UST
LUST

CERCLIS-NFRAP Classification Data:

Site Incident Category: Not reported
 Ownership Status: Private

Federal Facility: Not a Federal Facility
 NPL Status: Not on the NPL

CERCLIS-NFRAP Assessment History:

Assessment: DISCOVERY
 Assessment: PRELIMINARY ASSESSMENT

Completed: 19880101
 Completed: 19900404

CORRACTS Data:

Prioritization: Low
 Status: Not reported

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
 EPA ID Number

FORMICA CORP (Continued)

1000299404

RCRIS:

Owner: FORMICA CORPORATION
 (916) 645-3301

Contact: ENVIRONMENTAL MANAGER
 (916) 645-3301

Record Date: 09/01/1996

Classification: Large Quantity Generator

Used Oil Recyc: No

Violation Status: Violation information exist

There are 1 violation record(s) reported at this site:

<u>Evaluation</u>	<u>Area of Violation</u>	<u>Date of Compliance</u>
Financial Record Review (FRR)	TSD-Financial Responsibility Requirements	12/05/1988

FINDS:

Other Pertinent Environmental Activity Identified at Site:
 AIRS Facility System (AIRS/AFS)
 Permit Compliance System (PCS)

State LUST:

Cross Street:	Not reported	Qty Leaked:	Not reported
Reg Board:	Central Valley Region		
Chemical:	Diesel		
Lead Agency:	Local Agency		
Case Type:	Soil only		
Status:	Signed off, remedial action completed or deemed unnecessary		
Review Date:	Not reported	Confirm Leak:	Not reported
Workplan:	Not reported	Prelim Assess:	Not reported
Pollution Char:	Not reported	Remed Plan:	Not reported
Remed Action:	Not reported	Monitoring:	Not reported
Close Date:	04/15/96	Release Date:	12/20/91

LUST Region 5:

Respble Party:	FORMICA CORP	Substance:	DIESEL
Case Type:	Soil only		
Pilot Program:	LIA		
Staff Initials:	PRS	Case Number:	310173
MTBE:	Not reported	Lead Agency:	9

State UST:

Facility ID:	846	Container Num:	1
Tank Num:	1	Year Installed:	1965
Tank Capacity:	12000		
Tank Used for:	PRODUCT	Tank Constrctn:	0.250 inches
Type of Fuel:	DIESEL		
Leak Detection:	None	Telephone:	(916) 645-3301
Contact Name:	EDWARD J. MORRA-PLANT MGR.	Region:	Not reported
Total Tanks:	5	Other Type:	MANUFACTURING
Facility Type:	2		

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation

MAP FINDINGS

Database(s)
 EDR ID Number
 EPA ID Number

FORMICA CORP (Continued)

1000299404

Facility ID:	846	Container Num:	2
Tank Num:	2	Year Installed:	1965
Tank Capacity:	12000		
Tank Used for:	PRODUCT	Tank Constrctn:	0.250 inches
Type of Fuel:	DIESEL		
Leak Detection:	None	Telephone:	(916) 645-3301
Contact Name:	EDWARD J. MORRA-PLANT MGR.	Region:	Not reported
Total Tanks:	5	Other Type:	MANUFACTURING
Facility Type:	2		
Facility ID:	846	Container Num:	3
Tank Num:	3	Year Installed:	Not reported
Tank Capacity:	12000		
Tank Used for:	PRODUCT	Tank Constrctn:	0.250 inches
Type of Fuel:	DIESEL		
Leak Detection:	None	Telephone:	(916) 645-3301
Contact Name:	EDWARD J. MORRA-PLANT MGR.	Region:	Not reported
Total Tanks:	5	Other Type:	MANUFACTURING
Facility Type:	2		
Facility ID:	846	Container Num:	4
Tank Num:	4	Year Installed:	1973
Tank Capacity:	12000		
Tank Used for:	PRODUCT	Tank Constrctn:	0.250 inches
Type of Fuel:	DIESEL		
Leak Detection:	None	Telephone:	(916) 645-3301
Contact Name:	EDWARD J. MORRA-PLANT MGR.	Region:	Not reported
Total Tanks:	5	Other Type:	MANUFACTURING
Facility Type:	2		
Facility ID:	846	Container Num:	5
Tank Num:	5	Year Installed:	1974
Tank Capacity:	50000		
Tank Used for:	PRODUCT	Tank Constrctn:	0.375 inches
Type of Fuel:	Not Reported		
Leak Detection:	None	Telephone:	(916) 645-3301
Contact Name:	EDWARD J. MORRA-PLANT MGR.	Region:	Not reported
Total Tanks:	5	Other Type:	MANUFACTURING
Facility Type:	2		

D12
 North
 > 1
 7409
 Higher

FORMICA CORPORATION
3500 CINCINNATI AVE
SUNSET WHITNEY R, CA 95677

Cal-Sites
 S103454981
 N/A

Map ID
Direction
Distance
Distance (ft.)
Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
EPA ID Number

FORMICA CORPORATION (Continued)

S103454981

CAL-SITES:

Facility ID 31300003
Status: REFRW - DOES NOT REQUIRE DTSC ACTION. REFERRED TO REGIONAL WATER QUALITY CONTROLBOARD (RWQCB) LEAD
Status Date: 09/15/1989
Lead: Not reported
Region: 1 - SACRAMENTO
Branch: CC - CENTRAL CALIFORNIA
File Name: Not reported
Status Name: PROPERTY/SITE REFERRED TO RWQCB
Lead Agency: N/A
NPL: Not reported
SIC: 30 MANU - RUBBER & MISC PLASTICS PRODUCTS
Facility Type: N/A
Facility Type Name: Not reported
Staff Member Responsible for Site: Not reported
Supervisor Responsible for Site: Not reported
Region Water Control Board: CV - CENTRAL VALLEY
Access: Not reported
Cortese: Not reported
Hazardous Ranking Score: Not reported
Date Site Hazard Ranked: Not reported
Groundwater Contamination: Not reported
No. of Contamination Sources: 0.00000
Lat/Long: 0.00000° 0.00000° / 0.00000° 0.00000°
Lat/long Method: Not reported
State Assembly District Code: Not reported
State Senate District: Not reported

ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)	Facility ID
LINCOLN	S100833486	BOHEMIA, INC.	HIGHWAY 65	95648	Ca. BEP	
LINCOLN	S101481496	BOHEMIA INC	1445 HIGHWAY 65	95648	Cal-Sites, CA MS	31240005
LINCOLN	S103644325	GREGORY LAWLEY	2330 HWY 65	95648	HAZNET	CAC001109560
LINCOLN	S103678973	ALPHA-IRECO INC	HWY 65 AT NADAR RD	95648	HAZNET	CAC001058560
LINCOLN	U001613217	LINCOLN SMALL LOG SAWMILL	HIGHWAY 65	95648	UST	00000051580
LINCOLN	S102361597	WESTERN PLACER HHWCF	ATHENS ROAD_@ FIDDYMENT	95648	HAZNET, SWF/LF	31-AA-0001
LINCOLN	S100538758	PURDY COMPANY, THE	3460 CHAMBERLAIN ROAD	95648	Cal-Sites	31370001
LINCOLN	U001613192	C&E W RANCH, INC.	1560 INDUSTRIAL AVE.	95648	UST	00000023345
LINCOLN	S102564472	FERRARI LEAVELL AND GREY PROPERTY	ONE-FOURTH MILE SOUTHEAST OF LINCOLN	95648	Cal-Sites	31020002
LINCOLN	S103442075	TRMT OF PETROLEUM CONTAM. SOIL	HWY 65	95648	WMUDS	
PLACER CITY	1000224947	ROSEVILLE DRUMS	MODOC RD 10 MI N OF ROSEVILLE HWY 65	95678	CERC-NFRAP	
ROCKLIN	S100181986	PLACER COUNTY INDUSTRIAL TREATMENT PONDS	SOUTH END OF CINCINNATI AVE	95677	Cal-Sites	31490004
ROCKLIN	S100945717	STANFORD RANCH CLEANERS	2351 SUNSET BLVD STE 100	95765	CA MS	PR0003831 Above
ROCKLIN	S103644610	STANFORD CLEANERS	2351 SUNSET BLVD STE 100	95765	HAZNET	CAD983612581
ROCKLIN	S103464620	C.T.S. TRUCKING	1100 TINKER RD	95765	CA MS	PR0008712 Above
ROCKLIN	S104180895	MAINTENANCE WAREHOUSE	1111 TINKER RD	95765	CA MS	PR0007362 Above
ROCKLIN	S104180896	MAINTENANCE WAREHOUSE	1111 TINKER RD	95765	CA MS	PR0007363 STATE
ROSEVILLE	S102361623	OLD ROSEVILLE CITY LF - SAUGSTAD PARK	APN 14-10-25, SW CNR DOUGLAS BLVD,BUJIAF		SWF/LF	31-CR-0011
ROSEVILLE	S100351302	BERRY STREET MALL - FINGERS LANDFILL	BERRY STREET	95678	SWF/LF, Cal-Sites	31-AA-0120
ROSEVILLE	96497756	7501 FOOTHILLS BLVD	7501 FOOTHILLS BLVD	95678	ERNS	
ROSEVILLE	94393377	5001 FOOTHILLS BLVD	5001 FOOTHILLS BLVD	95678	ERNS	
ROSEVILLE	91236851	7501 FOOTHILLS BLVD	7501 FOOTHILLS BLVD	95678	ERNS	
ROSEVILLE	91236778	7501 FOOTHILLS BLVD	7501 FOOTHILLS BLVD	95678	ERNS	
ROSEVILLE	91236754	7501 FOOTHILLS BLVD	7501 FOOTHILLS BLVD	95678	ERNS	
ROSEVILLE	91234898	7501 FOOTHILLS BLVD	7501 FOOTHILLS BLVD	95678	ERNS	
ROSEVILLE	91234671	7501 FOOTHILLS BLVD	7501 FOOTHILLS BLVD	95678	ERNS	
ROSEVILLE	91234653	7501 FOOTHILLS BLVD	7501 FOOTHILLS BLVD	95678	ERNS	
ROSEVILLE	91230911	7501 FOOTHILLS BLVD	7501 FOOTHILLS BLVD	95678	ERNS	
ROSEVILLE	91230731	7501 FOOTHILLS BLVD	7501 FOOTHILLS BLVD	95678	ERNS	
ROSEVILLE	91225182	759 FOOTHILLS BLVD	759 FOOTHILLS BLVD	95678	ERNS	
ROSEVILLE	90186241	8000 FOOTHILLS BLVD	8000 FOOTHILLS BLVD	95678	ERNS	
ROSEVILLE	S103657430	PAYLESS DRUG #4322	4004 FOOTHILLS BLVD	95678	HAZNET	CAL000113263
ROSEVILLE	S103981093	PASCO SCIENTIFIC	10101 FOOTHILLS BLVD	95678	HAZNET	CAL000048864
ROSEVILLE	S103984668	RITE AID 6062	4004 FOOTHILLS BLVD	95678	HAZNET	CA0001008085
ROSEVILLE	A100109736	ROSEVILLE FACILITY	7501 FOOTHILLS BLVD	95747	AST	
ROSEVILLE	S100943161	RAINBOW CLEANERS	4010 FOOTHILLS BLVD ST 107	95747	HAZNET	CAL000031081
ROSEVILLE	S103657567	FAMILY DENTAL PRACTICE OF ROSEVILLE	4014 FOOTHILLS BLVD	95747	HAZNET	CAL000148495
ROSEVILLE	S103662776	FOOTHILL DENTAL PRACTICE	5070 FOOTHILLS BLVD	95747	HAZNET	CAL000125015
ROSEVILLE	S103673868	ERICKSON BUILDING COMPONENTS	8350 INDUSTRIAL AVE	95678	HAZNET	CAL000157868
ROSEVILLE	S102859237	SOUTHERN PACIFIC RAILROAD-PACIFIC FRUIT	PFE RD / DRYCREEK APN 473-09-11		SWF/LF	31-CR-0010
ROSEVILLE	S101272798	SP-ROSEVILLE-OVERALL SITE	(NO STREET NBR) SP ROSEVILLE RAILYARD	95678	Cortese, AWP, Cal-Sites	31400007
ROSEVILLE	S101272800	SP-ROSEVILLE: DIESEL SHOP	(NO STREET NBR) SP ROSEVILLE RAILYARD	95678	Cortese, AWP, Cal-Sites	31400006

GEOCHECK VERSION 2.1 ADDENDUM STATE DATABASE WELL INFORMATION

Water Wells:

Well Within 1 - 2 Miles of Target Property (Northern Quadrant)

Water System Information:

Prime Station Code:	11N/06E-09H01 M	User ID:	TEN
FRDS Number Number:	3110025005	County:	Placer
District Number:	09	Station Type:	WELL/AMBNT/MUN/INTAKE
Water Type:	Well/Groundwater	Well Status:	Inactive Untreated
Source Lat/Long:	384908.0 1211836.0	Precision:	1,000 Feet (10 Seconds)
Source Name:	SUNSET INDUSTRIAL WELL - INACTIVE		
System Number:	3110025		
System Name:	Placer CWA - Foothill		
Organization That Operates System:	P.O. Box 6570 Auburn, CA 95604		
Pop Served:	30500	Connections:	14450
Area Served:	LOOMIS-ROCKLIN-PENRYN		

Sample Information: * Only Findings Above Detection Level Are Listed

Sample Collected:	07/26/1989	Findings:	418.000 UMHO
Chemical:	SPECIFIC CONDUCTANCE		
Sample Collected:	07/26/1989	Findings:	7.100
Chemical:	PH (LABORATORY)		
Sample Collected:	07/26/1989	Findings:	71.000 MG/L
Chemical:	TOTAL ALKALINITY (AS CaCO3)		
Sample Collected:	07/26/1989	Findings:	71.000 MG/L
Chemical:	BICARBONATE ALKALINITY		
Sample Collected:	07/26/1989	Findings:	73.000 MG/L
Chemical:	TOTAL HARDNESS (AS CaCO3)		
Sample Collected:	07/26/1989	Findings:	17.000 MG/L
Chemical:	CALCIUM		
Sample Collected:	07/26/1989	Findings:	8.400 MG/L
Chemical:	MAGNESIUM		
Sample Collected:	07/26/1989	Findings:	52.000 MG/L
Chemical:	SODIUM		
Sample Collected:	07/26/1989	Findings:	2.000 MG/L
Chemical:	POTASSIUM		
Sample Collected:	07/26/1989	Findings:	68.000 MG/L
Chemical:	CHLORIDE		
Sample Collected:	07/26/1989	Findings:	.300 MG/L
Chemical:	FLUORIDE (TEMPERATURE DEPENDENT)		
Sample Collected:	07/26/1989	Findings:	290.000 MG/L
Chemical:	TOTAL DISSOLVED SOLIDS		
Sample Collected:	07/26/1989	Findings:	10.000 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	07/26/1989	Findings:	1.200 NTU
Chemical:	TURBIDITY (LAB)		
Sample Collected:	01/31/1991	Findings:	413.000 UMHO
Chemical:	SPECIFIC CONDUCTANCE		

**GEOCHECK VERSION 2.1
STATE DATABASE WELL INFORMATION**

Sample Collected:	01/31/1991	Findings:	6.800
Chemical:	PH (LABORATORY)		
Sample Collected:	01/31/1991	Findings:	66.000 MG/L
Chemical:	TOTAL ALKALINITY (AS CaCO3)		
Sample Collected:	01/31/1991	Findings:	80.000 MG/L
Chemical:	BICARBONATE ALKALINITY		
Sample Collected:	01/31/1991	Findings:	75.000 MG/L
Chemical:	TOTAL HARDNESS (AS CaCO3)		
Sample Collected:	01/31/1991	Findings:	17.000 MG/L
Chemical:	CALCIUM		
Sample Collected:	01/31/1991	Findings:	8.500 MG/L
Chemical:	MAGNESIUM		
Sample Collected:	01/31/1991	Findings:	50.000 MG/L
Chemical:	SODIUM		
Sample Collected:	01/31/1991	Findings:	2.500 MG/L
Chemical:	POTASSIUM		
Sample Collected:	01/31/1991	Findings:	62.000 MG/L
Chemical:	CHLORIDE		
Sample Collected:	01/31/1991	Findings:	.300 MG/L
Chemical:	FLUORIDE (TEMPERATURE DEPENDENT)		
Sample Collected:	01/31/1991	Findings:	290.000 MG/L
Chemical:	TOTAL DISSOLVED SOLIDS		
Sample Collected:	01/31/1991	Findings:	11.000 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	05/20/1993	Findings:	2.800 UG/L
Chemical:	BROMODICHLORMETHANE (THM)		
Sample Collected:	05/20/1993	Findings:	41.000 UG/L
Chemical:	CHLOROFORM (THM)		
Sample Collected:	05/20/1993	Findings:	44.000 UG/L
Chemical:	TOTAL TRIHALOMETHANES		
Sample Collected:	12/17/1996	Findings:	.270 MG/L
Chemical:	FLUORIDE (TEMPERATURE DEPENDENT)		
Sample Collected:	12/17/1996	Findings:	92.000 MG/L
Chemical:	SILICA		
Sample Collected:	12/17/1996	Findings:	4.500 UG/L
Chemical:	ARSENIC		
Sample Collected:	12/17/1996	Findings:	11.000 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	12/17/1996	Findings:	2500.000 UG/L
Chemical:	NITRATE + NITRITE (AS N)		
Sample Collected:	08/05/1997	Findings:	410.000 UMHO
Chemical:	SPECIFIC CONDUCTANCE		
Sample Collected:	08/05/1997	Findings:	7.100
Chemical:	PH (LABORATORY)		
Sample Collected:	08/05/1997	Findings:	65.000 MG/L
Chemical:	TOTAL ALKALINITY (AS CaCO3)		

**GEOCHECK VERSION 2.1
STATE DATABASE WELL INFORMATION**

Sample Collected:	08/05/1997	Findings:	65.000 MG/L
Chemical:	BICARBONATE ALKALINITY		
Sample Collected:	08/05/1997	Findings:	78.000 MG/L
Chemical:	TOTAL HARDNESS (AS CaCO3)		
Sample Collected:	08/05/1997	Findings:	18.000 MG/L
Chemical:	CALCIUM		
Sample Collected:	08/05/1997	Findings:	8.100 MG/L
Chemical:	MAGNESIUM		
Sample Collected:	08/05/1997	Findings:	50.000 MG/L
Chemical:	SODIUM		
Sample Collected:	08/05/1997	Findings:	63.000 MG/L
Chemical:	CHLORIDE		
Sample Collected:	08/05/1997	Findings:	.300 MG/L
Chemical:	FLUORIDE (TEMPERATURE DEPENDENT)		
Sample Collected:	08/05/1997	Findings:	61.000 MG/L
Chemical:	SILICA		
Sample Collected:	08/05/1997	Findings:	3.700 UG/L
Chemical:	ARSENIC		
Sample Collected:	08/05/1997	Findings:	310.000 MG/L
Chemical:	TOTAL DISSOLVED SOLIDS		
Sample Collected:	08/05/1997	Findings:	12.000 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	08/05/1997	Findings:	.070 NTU
Chemical:	TURBIDITY (LAB)		
Sample Collected:	10/14/1997	Findings:	3.090 PCI/L
Chemical:	GROSS ALPHA		
Sample Collected:	10/14/1997	Findings:	1.630 PCI/L
Chemical:	GROSS ALPHA COUNTING ERROR		

Well Within >2 Miles of Target Property (Southern Quadrant)

Water System Information:

Prime Station Code:	10N/06E-04J02 M	User ID:	31C
FRDS Number Number:	3100538001	County:	Placer
District Number:	61	Station Type:	WELL/AMBNT/MUN/INTAKE
Water Type:	Well/Groundwater	Well Status:	Active Raw
Source Lat/Long:	384503.0 1211917.0	Precision:	1,000 Feet (10 Seconds)
Source Name:	WELL 01		
System Number:	3100538		
System Name:	ROSECREST MWC		
Organization That Operates System:	Not Reported		
Pop Served:	Unknown, Small System	Connections:	Unknown, Small System
Area Served:	Not Reported		

GEOCHECK VERSION 2.1 STATE DATABASE WELL INFORMATION

Well Within >2 Miles of Target Property (Western Quadrant)

Water System Information:

Prime Station Code:	07N/05E-36J01 M	User ID:	TEN
FRDS Number Number:	3410008008	County:	Sacramento
District Number:	09	Station Type:	WELL/AMBNT/MUN/INTAKE
Water Type:	Well/Groundwater	Well Status:	Active Untreated
Source Lat/Long:	385000.0 1212227.0	Precision:	1,000 Feet (10 Seconds)
Source Name:	WELL 08 - WILLIAMSON RANCH		
System Number:	3410008		
System Name:	Elk Grove Water Works		
Organization That Operates System:	9257 Elk Grove Blvd. Elk Grove, CA 95624		
Pop Served:	23000	Connections:	6935
Area Served:	ELK GROVE		

Sample Information: * Only Findings Above Detection Level Are Listed

Sample Collected:	07/18/1989	Findings:	50.000 UG/L
Chemical:	MANGANESE		
Sample Collected:	04/04/1990	Findings:	1.000 PCI/L
Chemical:	GROSS ALPHA COUNTING ERROR		
Sample Collected:	07/14/1995	Findings:	7.900 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	10/05/1995	Findings:	18.000 UG/L
Chemical:	ARSENIC		
Sample Collected:	10/05/1995	Findings:	120.000 UG/L
Chemical:	BARIUM		
Sample Collected:	10/05/1995	Findings:	210.000 UG/L
Chemical:	IRON		
Sample Collected:	10/05/1995	Findings:	170.000 UG/L
Chemical:	MANGANESE		
Sample Collected:	10/05/1995	Findings:	78.000 UG/L
Chemical:	ALUMINUM		
Sample Collected:	04/30/1997	Findings:	- 1.020 PCI/L
Chemical:	GROSS ALPHA		
Sample Collected:	04/30/1997	Findings:	1.330 PCI/L
Chemical:	GROSS ALPHA COUNTING ERROR		
Sample Collected:	08/13/1997	Findings:	1.880 PCI/L
Chemical:	GROSS ALPHA COUNTING ERROR		
Sample Collected:	08/13/1997	Findings:	13.000 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	10/15/1997	Findings:	1.710 PCI/L
Chemical:	GROSS ALPHA COUNTING ERROR		

GEOCHECK VERSION 2.1 PUBLIC WATER SUPPLY SYSTEM INFORMATION

Searched by Nearest PWS.

PWS SUMMARY:

PWS ID:	CA3100538	PWS Status:	Active	Distance from TP:	>2 Miles
Date Initiated:	June / 2077	Date Deactivated:	Not Reported	Dir relative to TP:	South
PWS Name:	ROSECREST MUTUAL WATER CO ROSECREST MUTUAL WATER CO 2180 CAROL LN ROSEVILLE, CA 95678				

Addressee / Facility: System Owner/Responsible Party
ROSECREST MUTUAL WATER CO
2065 CAROL LANE
ROSEVILLE, CA 95678

Facility Latitude:	38 45 07	Facility Longitude:	121 17 12
City Served:	Not Reported	Population Served:	Under 101 Persons
Treatment Class:	Untreated		

PWS currently has or has had major violation(s) or enforcement: Yes

VIOLATIONS INFORMATION:

Violation ID:	9400001	Source ID:	Not Reported	PWS Phone:	Not Reported
Vio. beginning Date:	11/01/93	Vio. end Date:	11/30/93	Vio. Period:	1 Month
Num of required Samples:	Not Reported	Number of Samples Taken:	Not Reported		
Analysis Result:	Not Reported	Maximum Contaminant Level:	Not Reported		
Analysis Method:	Not Reported				
Violation Type:	Max Contaminant Level, Monthly (TCR)				
Contaminant:	COLIFORM (TCR)				
Vio. Awareness Date:	123093				

Violation ID:	9400002	Source ID:	Not Reported	PWS Phone:	Not Reported
Vio. beginning Date:	07/01/93	Vio. end Date:	07/31/93	Vio. Period:	1 Month
Num of required Samples:	Not Reported	Number of Samples Taken:	Not Reported		
Analysis Result:	Not Reported	Maximum Contaminant Level:	Not Reported		
Analysis Method:	Not Reported				
Violation Type:	Max Contaminant Level, Monthly (TCR)				
Contaminant:	COLIFORM (TCR)				
Vio. Awareness Date:	083093				

Violation ID:	9400003	Source ID:	Not Reported	PWS Phone:	Not Reported
Vio. beginning Date:	08/01/93	Vio. end Date:	08/31/93	Vio. Period:	1 Month
Num of required Samples:	Not Reported	Number of Samples Taken:	Not Reported		
Analysis Result:	Not Reported	Maximum Contaminant Level:	Not Reported		
Analysis Method:	Not Reported				
Violation Type:	Max Contaminant Level, Monthly (TCR)				
Contaminant:	COLIFORM (TCR)				
Vio. Awareness Date:	093093				

Violation ID:	9400004	Source ID:	Not Reported	PWS Phone:	Not Reported
Vio. beginning Date:	12/01/93	Vio. end Date:	12/31/93	Vio. Period:	1 Month
Num of required Samples:	Not Reported	Number of Samples Taken:	Not Reported		
Analysis Result:	Not Reported	Maximum Contaminant Level:	Not Reported		
Analysis Method:	Not Reported				
Violation Type:	Max Contaminant Level, Monthly (TCR)				
Contaminant:	COLIFORM (TCR)				
Vio. Awareness Date:	013094				

**GEOCHECK VERSION 2.1
PUBLIC WATER SUPPLY SYSTEM INFORMATION**

Searched by Nearest PWS.

PWS SUMMARY:

Violation ID:	9400005	Source ID:	Not Reported	PWS Phone:	Not Reported
Vio. beginning Date:	01/01/94	Vio. end Date:	01/31/94	Vio. Period:	1 Month
Num of required Samples:	Not Reported	Number of Samples Taken:	Not Reported		
Analysis Result:	Not Reported	Maximum Contaminant Level:	Not Reported		
Analysis Method:	Not Reported				
Violation Type:	Max Contaminant Level, Monthly (TCR)				
Contaminant:	COLIFORM (TCR)				
Vio. Awareness Date:	030294				

ENFORCEMENT INFORMATION:

System Name:	ROSECREST MUTUAL				
Violation Type:	Max Contaminant Level, Monthly (TCR)				
Contaminant:	COLIFORM (TCR)				
Compliance Period:	1994-01-01 - 1994-01-31	Analytical Value:	00000000.00		
Violation ID:	9400005	Enforcement ID:	9400005		
Enforcement Date:	1994-03-12	Enf. Action:	State Public Notif Received		

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

To maintain currency of the following federal and state databases, EDR contacts the appropriate governmental agency on a monthly or quarterly basis, as required.

Elapsed ASTM days: Provides confirmation that this EDR report meets or exceeds the 90-day updating requirement of the ASTM standard.

FEDERAL ASTM RECORDS:

CERCLIS: Comprehensive Environmental Response, Compensation, and Liability Information System

Source: EPA

Telephone: 703-413-0223

CERCLIS contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). CERCLIS contains sites which are either proposed to or on the National Priorities List (NPL) and sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 08/26/99

Date Made Active at EDR: 11/11/99

Database Release Frequency: Quarterly

Date of Data Arrival at EDR: 08/30/99

Elapsed ASTM days: 73

Date of Last EDR Contact: 11/29/99

ERNS: Emergency Response Notification System

Source: EPA/NTIS

Telephone: 202-260-2342

Emergency Response Notification System. ERNS records and stores information on reported releases of oil and hazardous substances.

Date of Government Version: 10/28/99

Date Made Active at EDR: 12/03/99

Database Release Frequency: Quarterly

Date of Data Arrival at EDR: 11/01/99

Elapsed ASTM days: 32

Date of Last EDR Contact: 11/01/99

NPL: National Priority List

Source: EPA

Telephone: N/A

National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC).

Date of Government Version: 07/22/99

Date Made Active at EDR: 09/10/99

Database Release Frequency: Semi-Annually

Date of Data Arrival at EDR: 08/05/99

Elapsed ASTM days: 36

Date of Last EDR Contact: 11/08/99

RCRIS: Resource Conservation and Recovery Information System

Source: EPA/NTIS

Telephone: 800-424-9346

Resource Conservation and Recovery Information System. RCRIS includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA).

Date of Government Version: 09/01/99

Date Made Active at EDR: 11/17/99

Database Release Frequency: Semi-Annually

Date of Data Arrival at EDR: 10/06/99

Elapsed ASTM days: 42

Date of Last EDR Contact: 01/03/00

CORRACTS: Corrective Action Report

Source: EPA

Telephone: 800-424-9346

CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

Date of Government Version: 09/07/99

Date Made Active at EDR: 10/28/99

Database Release Frequency: Semi-Annually

Date of Data Arrival at EDR: 09/13/99

Elapsed ASTM days: 45

Date of Last EDR Contact: 12/13/99

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

FEDERAL NON-ASTM RECORDS:

BRS: Biennial Reporting System

Source: EPA/NTIS
Telephone: 800-424-9346

The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQG) and Treatment, Storage, and Disposal Facilities.

Date of Government Version: 12/31/95
Database Release Frequency: Biennially

Date of Last EDR Contact: 12/20/99
Date of Next Scheduled EDR Contact: 03/20/00

CONSENT: Superfund (CERCLA) Consent Decrees

Source: EPA Regional Offices
Telephone: Varies

Major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites. Released periodically by United States District Courts after settlement by parties to litigation matters.

Date of Government Version: Varies
Database Release Frequency: Varies

Date of Last EDR Contact: Varies
Date of Next Scheduled EDR Contact: N/A

FINDS: Facility Index System/Facility Identification Initiative Program Summary Report

Source: EPA
Telephone: N/A

Facility Index System. FINDS contains both facility information and 'pointers' to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).

Date of Government Version: 10/13/99
Database Release Frequency: Quarterly

Date of Last EDR Contact: 01/12/00
Date of Next Scheduled EDR Contact: 04/10/00

HMIRS: Hazardous Materials Information Reporting System

Source: U.S. Department of Transportation
Telephone: 202-366-4526

Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 06/30/99
Database Release Frequency: Annually

Date of Last EDR Contact: 10/28/99
Date of Next Scheduled EDR Contact: 01/24/00

MLTS: Material Licensing Tracking System

Source: Nuclear Regulatory Commission
Telephone: 301-415-7169

MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 10/29/99
Database Release Frequency: Quarterly

Date of Last EDR Contact: 01/10/00
Date of Next Scheduled EDR Contact: 04/10/00

NPL LIENS: Federal Superfund Liens

Source: EPA
Telephone: 205-564-4267

Federal Superfund Liens. Under the authority granted the USEPA by the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner receives notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

Date of Government Version: 10/15/91
Database Release Frequency: No Update Planned

Date of Last EDR Contact: 11/24/99
Date of Next Scheduled EDR Contact: 02/21/00

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

PADS: PCB Activity Database System

Source: EPA

Telephone: 202-260-3936

PCB Activity Database. PADS Identifies generators, transporters, commercial storers and/or brokers and disposers of PCB's who are required to notify the EPA of such activities.

Date of Government Version: 09/22/97

Database Release Frequency: No Update Planned

Date of Last EDR Contact: 11/09/99

Date of Next Scheduled EDR Contact: 02/14/00

RAATS: RCRA Administrative Action Tracking System

Source: EPA

Telephone: 202-564-4104

RCRA Administration Action Tracking System. RAATS contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administration actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.

Date of Government Version: 04/17/95

Database Release Frequency: No Update Planned

Date of Last EDR Contact: 12/13/99

Date of Next Scheduled EDR Contact: 03/13/00

ROD: Records Of Decision

Source: NTIS

Telephone: 703-416-0223

Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.

Date of Government Version: 01/31/99

Database Release Frequency: Annually

Date of Last EDR Contact: 01/10/00

Date of Next Scheduled EDR Contact: 04/10/00

TRIS: Toxic Chemical Release Inventory System

Source: EPA

Telephone: 202-260-1531

Toxic Release Inventory System. TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

Date of Government Version: 12/31/97

Database Release Frequency: Annually

Date of Last EDR Contact: 12/27/99

Date of Next Scheduled EDR Contact: 03/27/00

TSCA: Toxic Substances Control Act

Source: EPA

Telephone: 202-260-1444

Toxic Substances Control Act. TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

Date of Government Version: 12/31/94

Database Release Frequency: Every 4 Years

Date of Last EDR Contact: 01/03/00

Date of Next Scheduled EDR Contact: 04/24/00

MINES: Mines Master Index File

Source: Department of Labor, Mine Safety and Health Administration

Telephone: 303-231-5959

Date of Government Version: 08/01/98

Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 01/03/00

Date of Next Scheduled EDR Contact: 04/03/00

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

STATE OF CALIFORNIA ASTM RECORDS:

BEP: Bond Expenditure Plan

Source: Department of Health Services
Telephone: 916-255-2118

Department of Health Services developed a site-specific expenditure plan as the basis for an appropriation of Hazardous Substance Cleanup Bond Act funds. It is not updated.

Date of Government Version: 01/01/89
Date Made Active at EDR: 08/02/94
Database Release Frequency: No Update Planned

Date of Data Arrival at EDR: 07/27/94
Elapsed ASTM days: 6
Date of Last EDR Contact: 05/31/94

CAL-SITES (AWP): Annual Workplan

Source: California Environmental Protection Agency
Telephone: 916-323-3400

Known Hazardous Waste Sites. California DTSC's Annual Workplan (AWP), formerly BEP, identifies known hazardous substance sites targeted for cleanup.

Date of Government Version: 03/02/99
Date Made Active at EDR: 06/29/99
Database Release Frequency: Annually

Date of Data Arrival at EDR: 06/01/99
Elapsed ASTM days: 28
Date of Last EDR Contact: 11/01/99

CAL-SITES (ASPIS): Calsites

Source: Department of Toxic Substance Control
Telephone: 916-323-3400

The Calsites database contains potential or confirmed hazardous substance release properties. In 1996, California EPA reevaluated and significantly reduced the number of sites in the Calsites database.

Date of Government Version: 10/01/99
Date Made Active at EDR: 11/23/99
Database Release Frequency: Quarterly

Date of Data Arrival at EDR: 11/01/99
Elapsed ASTM days: 22
Date of Last EDR Contact: 09/12/99

CHMIRS: California Hazardous Material Incident Report System

Source: Office of Emergency Services
Telephone: 916-464-3283

California Hazardous Material Incident Reporting System. CHMIRS contains information on reported hazardous material incidents (accidental releases or spills).

Date of Government Version: 12/31/94
Date Made Active at EDR: 04/24/95
Database Release Frequency: No Update Planned

Date of Data Arrival at EDR: 03/13/95
Elapsed ASTM days: 42
Date of Last EDR Contact: 11/30/99

CORTESE: Cortese

Source: CAL EPA/Office of Emergency Information
Telephone: 916-327-1848

The sites for the list are designated by the State Water Resource Control Board (LUST), the Integrated Waste Board (SWF/LS), and the Department of Toxic Substances Control (Cal-Sites).

Date of Government Version: 04/01/98
Date Made Active at EDR: 09/23/98
Database Release Frequency: Annually

Date of Data Arrival at EDR: 08/26/98
Elapsed ASTM days: 28
Date of Last EDR Contact: 11/01/99

LUST: Leaking Underground Storage Tank Information System

Source: State Water Resources Control Board
Telephone: 916-445-6532

Leaking Underground Storage Tank Incident Reports. LUST records contain an inventory of reported leaking underground storage tank incidents. Not all states maintain these records, and the information stored varies by state.

Date of Government Version: 10/07/99
Date Made Active at EDR: 11/04/99
Database Release Frequency: Quarterly

Date of Data Arrival at EDR: 10/12/99
Elapsed ASTM days: 23
Date of Last EDR Contact: 01/10/00

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

NOTIFY 65: Proposition 65

Source: State Water Resources Control Board
Telephone: 916-657-0696

Proposition 65 Notification Records. NOTIFY 65 contains facility notifications about any release which could impact drinking water and thereby expose the public to a potential health risk.

Date of Government Version: 10/21/93
Date Made Active at EDR: 11/19/93
Database Release Frequency: No Update Planned

Date of Data Arrival at EDR: 11/01/93
Elapsed ASTM days: 18
Date of Last EDR Contact: 10/26/99

SWF/LF (SWIS): Solid Waste Information System

Source: Integrated Waste Management Board
Telephone: 916-255-4035

Active, Closed and Inactive Landfills. SWF/LF records typically contain an inventory of solid waste disposal facilities or landfills. These may be active or inactive facilities or open dumps that failed to meet RCRA Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 09/20/99
Date Made Active at EDR: 10/19/99
Database Release Frequency: Quarterly

Date of Data Arrival at EDR: 09/20/99
Elapsed ASTM days: 29
Date of Last EDR Contact: 12/20/99

TOXIC PITS: Toxic Pits

Source: State Water Resources Control Board
Telephone: 916-227-4364

Toxic PITS Cleanup Act Sites. TOXIC PITS identifies sites suspected of containing hazardous substances where cleanup has not yet been completed.

Date of Government Version: 07/01/95
Date Made Active at EDR: 09/26/95
Database Release Frequency: No Update Planned

Date of Data Arrival at EDR: 08/30/95
Elapsed ASTM days: 27
Date of Last EDR Contact: 11/08/99

CA UST:

UST: Hazardous Substance Storage Container Database

Source: State Water Resources Control Board
Telephone: 916-227-4408

The Hazardous Substance Storage Container Database is a historical listing of UST sites. Refer to local/county source for current data.

Date of Government Version: 10/15/90
Date Made Active at EDR: 02/12/91
Database Release Frequency: No Update Planned

Date of Data Arrival at EDR: 01/25/91
Elapsed ASTM days: 18
Date of Last EDR Contact: 10/22/99

FID: Facility Inventory Database

Source: California Environmental Protection Agency
Telephone: 916-445-6532

The Facility Inventory Database (FID) contains a historical listing of active and inactive underground storage tank locations from the State Water Resource Control Board. Refer to local/county source for current data.

Date of Government Version: 10/31/94
Date Made Active at EDR: 09/29/95
Database Release Frequency: No Update Planned

Date of Data Arrival at EDR: 09/05/95
Elapsed ASTM days: 24
Date of Last EDR Contact: 12/28/98

WMUDS/SWAT: Waste Management Unit Database

Source: State Water Resources Control Board
Telephone: 916-227-4448

Waste Management Unit Database System. WMUDS is used by the State Water Resources Control Board staff and the Regional Water Quality Control Boards for program tracking and inventory of waste management units. WMUDS is composed of the following databases: Facility Information, Scheduled Inspections Information, Waste Management Unit Information, SWAT Program Information, SWAT Report Summary Information, SWAT Report Summary Data, Chapter 15 (formerly Subchapter 15) Information, Chapter 15 Monitoring Parameters, TPCA Program Information, RCRA Program Information, Closure Information, and Interested Parties Information.

Date of Government Version: 10/01/99
Date Made Active at EDR: 11/23/99
Database Release Frequency: Quarterly

Date of Data Arrival at EDR: 10/26/99
Elapsed ASTM days: 28
Date of Last EDR Contact: 12/13/99

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

STATE OF CALIFORNIA NON-ASTM RECORDS:

AST: Aboveground Petroleum Storage Tank Facilities

Source: State Water Resources Control Board
Telephone: 916-227-4382
Registered Aboveground Storage Tanks.

Date of Government Version: 12/10/99
Database Release Frequency: Quarterly

Date of Last EDR Contact: 11/08/99
Date of Next Scheduled EDR Contact: 02/07/00

HAZNET: Hazardous Waste Information System

Source: California Environmental Protection Agency
Telephone: 916-324-1781

Facility and Manifest Data. The data is extracted from the copies of hazardous waste manifests received each year by the DTSC. The annual volume of manifests is typically 700,000 - 1,000,000 annually, representing approximately 350,000 - 500,000 shipments. Data are from the manifests submitted without correction, and therefore many contain some invalid values for data elements such as generator ID, TSD ID, waste category, and disposal method.

Date of Government Version: 12/31/98
Database Release Frequency: Annually

Date of Last EDR Contact: 11/15/99
Date of Next Scheduled EDR Contact: 02/14/00

SMS R_2: South Bay Site Management System

Source: California Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-286-0457

Groundwater pollution cases in the Santa Clara Valley where the regulatory lead is the San Francisco Bay Regional Water Quality Control Board.

Date of Government Version: 05/21/99
Database Release Frequency: Annually

Date of Last EDR Contact: 08/16/99
Date of Next Scheduled EDR Contact: 12/13/99

WDS: Waste Discharge System

Source: State Water Resources Control Board
Telephone: 916-657-1571

Sites which have been issued waste discharge requirements.

Date of Government Version: 10/29/99
Database Release Frequency: Quarterly

Date of Last EDR Contact: 12/27/99
Date of Next Scheduled EDR Contact: 03/27/00

AOCONCERN: San Gabriel Valley Areas of Concern

Source: EPA Region 9
Telephone: 415-744-2407

San Gabriel Valley areas where VOC contamination is at or above the MCL as designated by region 9 EPA office.

Date of Government Version: 12/31/98
Database Release Frequency: N/A

Date of Last EDR Contact: 06/29/99
Date of Next Scheduled EDR Contact: N/A

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

CALIFORNIA COUNTY RECORDS

ALAMEDA COUNTY:

Underground Tanks

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700

Date of Government Version: 01/04/99
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 11/02/99
Date of Next Scheduled EDR Contact: 01/31/00

Local Oversight Program Listing of UGT Cleanup Sites

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700

Date of Government Version: 01/04/99
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 11/02/99
Date of Next Scheduled EDR Contact: 01/31/00

CONTRA COSTA COUNTY:

SL: Site List

Source: Contra Costa Health Services Department
Telephone: 925-646-2286

List includes sites from the underground tank, hazardous waste generator and business plan/2185 programs.

Date of Government Version: 07/01/99
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 12/06/99
Date of Next Scheduled EDR Contact: 03/06/00

KERN COUNTY:

UST: Sites & Tanks Listing

Source: Kern County Environment Health Services Department
Telephone: 661-862-8700
Kern County Sites and Tanks Listing.

Date of Government Version: 08/09/99
Database Release Frequency: Quarterly

Date of Last EDR Contact: 11/08/99
Date of Next Scheduled EDR Contact: 02/07/00

LOS ANGELES COUNTY:

HMS: Street Number List

Source: Department of Public Works
Telephone: 626-458-3517
Industrial Waste and Underground Storage Tank Sites.

Date of Government Version: 06/30/99
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 10/12/99
Date of Next Scheduled EDR Contact: 01/10/00

SWF/LF: List of Solid Waste Facilities

Source: La County Department of Public Works
Telephone: 818-458-5185

Date of Government Version: 09/16/98
Database Release Frequency: Annually

Date of Last EDR Contact: 12/02/99
Date of Next Scheduled EDR Contact: 02/21/00

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Site Mitigation List

Source: Community Health Services
Telephone: 323-890-7806
Industrial sites that have had some sort of spill or complaint.

Date of Government Version: 03/23/99
Database Release Frequency: Annually

Date of Last EDR Contact: 11/22/99
Date of Next Scheduled EDR Contact: 02/21/00

MARIN COUNTY:

UST Sites

Source: Public Works Department Waste Management
Telephone: 415-499-6647
Currently permitted USTs in Marin County.

Date of Government Version: 03/01/99
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 11/09/99
Date of Next Scheduled EDR Contact: 02/07/00

SAN JOSE COUNTY:

Hazmat Facilities

Source: City of San Jose Fire Department
Telephone: 408-277-4659

Date of Government Version: 08/24/99
Database Release Frequency: Quarterly

Date of Last EDR Contact: 11/22/99
Date of Next Scheduled EDR Contact: 02/21/00

NAPA COUNTY:

LUST: Sites With Reported Contamination

Source: Napa County Department of Environmental Management
Telephone: 707-253-4269

Date of Government Version: 08/27/99
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 12/20/99
Date of Next Scheduled EDR Contact: 03/20/00

UST: Closed and Operating Underground Storage Tank Sites

Source: Napa County Department of Environmental Management
Telephone: 707-253-4269

Date of Government Version: 08/30/99
Database Release Frequency: Annually

Date of Last EDR Contact: 12/20/99
Date of Next Scheduled EDR Contact: 03/20/00

ORANGE COUNTY:

List of Industrial Site Cleanups

Source: Health Care Agency
Telephone: 714-834-3446
Petroleum and non-petroleum spills.

Date of Government Version: 01/19/99
Database Release Frequency: Quarterly

Date of Last EDR Contact: 01/03/00
Date of Next Scheduled EDR Contact: 03/13/00

LUST: List of Underground Storage Tank Cleanups

Source: Health Care Agency
Telephone: 714-834-3446
Orange County Underground Storage Tank Cleanups (LUST).

Date of Government Version: 07/29/99
Database Release Frequency: Quarterly

Date of Last EDR Contact: 12/13/99
Date of Next Scheduled EDR Contact: 03/13/00

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

UST: List of Underground Storage Tank Facilities

Source: Health Care Agency

Telephone: 714-834-3446

Orange County Underground Storage Tank Facilities (UST).

Date of Government Version: 07/29/99

Database Release Frequency: Quarterly

Date of Last EDR Contact: 12/13/99

Date of Next Scheduled EDR Contact: 03/13/00

PLACER COUNTY:**MS: Master List of Facilities**

Source: Placer County Health and Human Services

Telephone: 530-889-7335

List includes aboveground tanks, underground tanks and cleanup sites.

Date of Government Version: 11/08/99

Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 12/27/99

Date of Next Scheduled EDR Contact: 03/27/00

RIVERSIDE COUNTY:**LUST: Listing of Underground Tank Cleanup Sites**

Source: Department of Public Health

Telephone: 909-358-5055

Riverside County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 10/04/99

Database Release Frequency: Quarterly

Date of Last EDR Contact: 10/26/99

Date of Next Scheduled EDR Contact: 01/24/00

UST: Tank List

Source: Health Services Agency

Telephone: 909-358-5055

Date of Government Version: 10/04/99

Database Release Frequency: Quarterly

Date of Last EDR Contact: 10/26/99

Date of Next Scheduled EDR Contact: 01/24/00

SACRAMENTO COUNTY:**Toxisite List**

Source: Sacramento County Environmental Management

Telephone: 916-875-8450

Date of Government Version: 12/01/98

Database Release Frequency: Quarterly

Date of Last EDR Contact: 01/10/00

Date of Next Scheduled EDR Contact: 02/07/00

ML: Regulatory Compliance Master List

Source: Sacramento County Environmental Management

Telephone: 916-875-8450

Any business that has hazardous materials on site - hazardous material storage sites, underground storage tanks, waste generators.

Date of Government Version: 04/01/99

Database Release Frequency: Quarterly

Date of Last EDR Contact: 01/10/00

Date of Next Scheduled EDR Contact: 02/07/00

SAN BERNARDINO COUNTY:

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

DEHS Permit System Print-Out By Location

Source: San Bernardino County Fire Department Hazardous Materials Division
Telephone: 909-387-3041

This listing includes underground storage tanks, medical waste handlers/generators, hazardous materials handlers, hazardous waste generators, and waste oil generators/handlers.

Date of Government Version: 10/01/99
Database Release Frequency: Quarterly

Date of Last EDR Contact: 12/13/99
Date of Next Scheduled EDR Contact: 03/13/00

SAN DIEGO COUNTY:

SWF/LF: Solid Waste Facilities

Source: Department of Health Services
Telephone: 619-338-2209
San Diego County Solid Waste Facilities.

Date of Government Version: 07/01/98
Database Release Frequency: Annually

Date of Last EDR Contact: 12/03/99
Date of Next Scheduled EDR Contact: 02/28/00

HMMD: Hazardous Materials Management Division Database

Source: Hazardous Materials Management Division
Telephone: 619-338-2268

The database includes: HE58 - This report contains the business name, site address, business phone number, establishment 'H' permit number, type of permit, and the business status. HE17 - In addition to providing the same information provided in the HE58 listing, HE17 provides inspection dates, violations received by the establishment, hazardous waste generated, the quantity, method of storage, treatment/disposal of waste and the hauler, and information on underground storage tanks. Unauthorized Release List - Includes a summary of environmental contamination cases in San Diego County (underground tank cases, non-tank cases, groundwater contamination, and soil contamination are included.)

Date of Government Version: 10/10/99
Database Release Frequency: Quarterly

Date of Last EDR Contact: 01/10/00
Date of Next Scheduled EDR Contact: 04/10/00

SAN FRANCISCO COUNTY:

LUST: Local Oversight Facilities

Source: Department Of Public Health San Francisco County
Telephone: 415-252-3920

Date of Government Version: 10/22/99
Database Release Frequency: Quarterly

Date of Last EDR Contact: 12/27/99
Date of Next Scheduled EDR Contact: 02/14/00

Underground Storage Tank Information

Source: Department of Public Health
Telephone: 415-252-3920

Date of Government Version: 12/01/99
Database Release Frequency: Quarterly

Date of Last EDR Contact: 11/15/99
Date of Next Scheduled EDR Contact: 02/14/00

SAN MATEO COUNTY:

Business Inventory

Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921

List includes Hazardous Materials Business Plan, hazardous waste generators, and underground storage tanks.

Date of Government Version: 06/24/99
Database Release Frequency: Annually

Date of Last EDR Contact: 10/19/99
Date of Next Scheduled EDR Contact: 01/17/00

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

LUST: Fuel Leak List

Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921

Date of Government Version: 08/09/99
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 11/01/99
Date of Next Scheduled EDR Contact: 01/31/00

SANTA CLARA COUNTY:

LUST: Fuel Leak Site Activity Report

Source: Santa Clara Valley Water District
Telephone: 408-927-0710

Date of Government Version: 07/13/99
Database Release Frequency: Quarterly

Date of Last EDR Contact: 01/07/00
Date of Next Scheduled EDR Contact: 04/03/00

SOLANO COUNTY:

LUST: Leaking Underground Storage Tanks

Source: Solano County Department of Environmental Management
Telephone: 707-421-6770

Date of Government Version: 06/29/99
Database Release Frequency: Quarterly

Date of Last EDR Contact: 12/22/99
Date of Next Scheduled EDR Contact: 03/20/00

UST: Underground Storage Tanks

Source: Solano County Department of Environmental Management
Telephone: 707-421-6770

Date of Government Version: 06/29/99
Database Release Frequency: Quarterly

Date of Last EDR Contact: 12/22/99
Date of Next Scheduled EDR Contact: 03/20/00

SONOMA COUNTY:

LUST Sites

Source: Department of Health Services
Telephone: 707-525-6565

Date of Government Version: 11/01/99
Database Release Frequency: Quarterly

Date of Last EDR Contact: 11/01/99
Date of Next Scheduled EDR Contact: 01/31/00

SUTTER COUNTY:

UST: Underground Storage Tanks

Source: Sutter County Department of Agriculture
Telephone: 530-741-7504

Date of Government Version: 08/02/99
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 01/10/00
Date of Next Scheduled EDR Contact: 04/10/00

VENTURA COUNTY:

BWT: Business Plan, Hazardous Waste Producers, and Operating Underground Tanks

Source: Ventura County Environmental Health Division
Telephone: 805-654-2813

The BWT list indicates by site address whether the Environmental Health Division has Business Plan (B), Waste Producer (W), and/or Underground Tank (T) information.

Date of Government Version: 08/30/99
Database Release Frequency: Quarterly

Date of Last EDR Contact: 12/20/99
Date of Next Scheduled EDR Contact: 03/20/00

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

LUST: Listing of Underground Tank Cleanup Sites

Source: Environmental Health Division

Telephone: 805-654-2813

Ventura County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 08/30/99

Database Release Frequency: Quarterly

Date of Last EDR Contact: 12/20/99

Date of Next Scheduled EDR Contact: 03/20/00

UST: Underground Tank Closed Sites List

Source: Environmental Health Division

Telephone: 805-654-2813

Ventura County Operating Underground Storage Tank Sites (UST)/Underground Tank Closed Sites List.

Date of Government Version: 10/21/99

Database Release Frequency: Quarterly

Date of Last EDR Contact: 10/18/99

Date of Next Scheduled EDR Contact: 01/17/00

SWF/LF: Inventory of Illegal Abandoned and Inactive Sites

Source: Environmental Health Division

Telephone: 805-654-2813

Ventura County Inventory of Closed, Illegal Abandoned, and Inactive Sites.

Date of Government Version: 06/01/97

Database Release Frequency: Annually

Date of Last EDR Contact: 11/29/99

Date of Next Scheduled EDR Contact: 02/28/00

YOLO COUNTY:

Underground Storage Tank Comprehensive Facility Report

Source: Yolo County Department of Health

Telephone: 530-666-8646

Date of Government Version: 07/15/99

Database Release Frequency: Annually

Date of Last EDR Contact: 10/26/99

Date of Next Scheduled EDR Contact: 01/24/00

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

California Regional Water Quality Control Board (RWQCB) LUST Records

LUST REG 1: Active Toxic Site Investigation

Source: California Regional Water Quality Control Board North Coast (1)
Telephone: 707-576-2220

Date of Government Version: 08/06/99
Database Release Frequency: Quarterly

Date of Last EDR Contact: 11/30/99
Date of Next Scheduled EDR Contact: 02/28/00

LUST REG 2: Fuel Leak List

Source: California Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-286-0457

Date of Government Version: 11/01/99
Database Release Frequency: Quarterly

Date of Last EDR Contact: 11/05/99
Date of Next Scheduled EDR Contact: 01/17/00

LUST REG 3: LUSTIS Database

Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-549-3147

Date of Government Version: 07/28/99
Database Release Frequency: Quarterly

Date of Last EDR Contact: 11/24/99
Date of Next Scheduled EDR Contact: 02/21/00

LUST REG 4: Underground Storage Tank Leak List

Source: California Regional Water Quality Control Board Los Angeles Region (4)
Telephone: 213-266-6600

Date of Government Version: 08/24/99
Database Release Frequency: Quarterly

Date of Last EDR Contact: 12/07/99
Date of Next Scheduled EDR Contact: 03/06/00

LUST REG 5: Leaking Underground Storage Tank Database

Source: California Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-255-3125

Date of Government Version: 10/01/99
Database Release Frequency: Quarterly

Date of Last EDR Contact: 01/10/00
Date of Next Scheduled EDR Contact: 04/10/00

LUST REG 6L: Leaking Underground Storage Tank Case Listing

Source: California Regional Water Quality Control Board Lahontan Region (6)
Telephone: 916-542-5424

Date of Government Version: 07/14/99
Database Release Frequency: Quarterly

Date of Last EDR Contact: 01/10/00
Date of Next Scheduled EDR Contact: 04/10/00

LUST REG 6V: Leaking Underground Storage Tank Case Listing

Source: California Regional Water Quality Control Board Victorville Branch Office (6)
Telephone: 760-346-7491

Date of Government Version: 10/01/99
Database Release Frequency: Quarterly

Date of Last EDR Contact: 01/10/00
Date of Next Scheduled EDR Contact: 04/10/00

LUST REG 7: Leaking Underground Storage Tank Case Listing

Source: California Regional Water Quality Control Board Colorado River Basin Region (7)
Telephone: 760-346-7491

Date of Government Version: 03/02/99
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 01/03/00
Date of Next Scheduled EDR Contact: 04/03/00

LUST REG 8: (LUSTIS) Leaking Underground Storage Tanks

Source: California Regional Water Quality Control Board Santa Ana Region (8)
Telephone: 909-782-4498

Date of Government Version: 10/22/99
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 10/12/99
Date of Next Scheduled EDR Contact: 01/10/00

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

LUST REG 9: Leaking Underground Storage Tank Report

Source: California Regional Water Quality Control Board San Diego Region (9)

Telephone: 619-467-2952

Date of Government Version: 08/20/99

Database Release Frequency: Quarterly

Date of Last EDR Contact: 10/26/99

Date of Next Scheduled EDR Contact: 01/24/00

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

California Regional Water Quality Control Board (RWQCB) SLIC Records

SLIC REG 1: Active Toxic Site Investigations

Source: California Regional Water Quality Control Board, North Coast Region (1)
Telephone: 707-576-2220

Date of Government Version: 08/06/99
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 11/30/99
Date of Next Scheduled EDR Contact: 02/28/00

SLIC REG 2: North and South Bay Slic Report

Source: Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-286-0457

Any contaminated site that impacts groundwater or has the potential to impact groundwater.

Date of Government Version: 07/01/99
Database Release Frequency: Quarterly

Date of Last EDR Contact: 11/05/99
Date of Next Scheduled EDR Contact: 01/17/00

SLIC REG 3: SLIC Data

Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-549-3147

Any contaminated site that impacts groundwater or has the potential to impact groundwater.

Date of Government Version: 07/28/99
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 11/24/99
Date of Next Scheduled EDR Contact: 02/21/00

SLIC REG 4: SLIC Sites

Source: Region Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6600

Any contaminated site that impacts groundwater or has the potential to impact groundwater.

Date of Government Version: 10/25/99
Database Release Frequency: Quarterly

Date of Last EDR Contact: 11/01/99
Date of Next Scheduled EDR Contact: 01/31/00

SLIC REG 5: SLIC List

Source: Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-855-3075

Unregulated sites that impact groundwater or have the potential to impact groundwater.

Date of Government Version: 09/30/99
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 01/10/00
Date of Next Scheduled EDR Contact: 04/10/00

SLIC REG 6V: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

Source: Regional Water Quality Control Board, Victorville Branch
Telephone: 619-241-6583

Date of Government Version: 12/01/98
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 01/10/00
Date of Next Scheduled EDR Contact: 04/10/00

SLIC REG 8: SLIC List

Source: California Region Water Quality Control Board Santa Ana Region (8)
Telephone: 909-782-3298

Date of Government Version: 07/27/99
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 10/18/99
Date of Next Scheduled EDR Contact: 01/10/00

SLIC REG 9: WDS NURD List

Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 619-467-2980

Date of Government Version: 03/12/99
Database Release Frequency: Annually

Date of Last EDR Contact: 12/07/99
Date of Next Scheduled EDR Contact: 03/06/00

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Historical and Other Database(s)

Depending on the geographic area covered by this report, the data provided in these specialty databases may or may not be complete. For example, the existence of wetlands information data in a specific report does not mean that all wetlands in the area covered by the report are included. Moreover, the absence of any reported wetlands information does not necessarily mean that wetlands do not exist in the area covered by the report.

Former Manufactured Gas (Coal Gas) Sites: The existence and location of Coal Gas sites is provided exclusively to EDR by Real Property Scan, Inc. ©Copyright 1993 Real Property Scan, Inc. For a technical description of the types of hazards which may be found at such sites, contact your EDR customer service representative.

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DELISTED NPL: NPL Deletions

Source: EPA

Telephone: N/A

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

Date of Government Version: 06/24/99

Date Made Active at EDR: 09/10/99

Database Release Frequency: Semi-Annually

Date of Data Arrival at EDR: 08/10/99

Elapsed ASTM days: 31

Date of Last EDR Contact: 11/08/99

NFRAP: No Further Remedial Action Planned

Source: EPA

Telephone: 703-413-0223

As of February 1995, CERCLIS sites designated "No Further Remedial Action Planned" (NFRAP) have been removed from CERCLIS. NFRAP sites may be sites where, following an initial investigation, no contamination was found, contamination was removed quickly without the need for the site to be placed on the NPL, or the contamination was not serious enough to require Federal Superfund action or NPL consideration. EPA has removed approximately 25,000 NFRAP sites to lift the unintended barriers to the redevelopment of these properties and has archived them as historical records so EPA does not needlessly repeat the investigations in the future. This policy change is part of the EPA's Brownfields Redevelopment Program to help cities, states, private investors and affected citizens to promote economic redevelopment of unproductive urban sites.

Date of Government Version: 08/26/99

Date Made Active at EDR: 11/11/99

Database Release Frequency: Quarterly

Date of Data Arrival at EDR: 08/30/99

Elapsed ASTM days: 73

Date of Last EDR Contact: 11/29/99

PWS: Public Water Systems

Source: EPA/Office of Drinking Water

Telephone: 202-260-2805

Public Water System data from the Federal Reporting Data System. A PWS is any water system which provides water to at least 25 people for at least 60 days annually. PWSs provide water from wells, rivers and other sources.

PWS ENF: Public Water Systems Violation and Enforcement Data

Source: EPA/Office of Drinking Water

Telephone: 202-260-2805

Violation and Enforcement data for Public Water Systems from the Safe Drinking Water Information System (SWDIS) after August 1995. Prior to August 1995, the data came from the Federal Reporting Data System (FRDS).

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Area Radon Information: The National Radon Database has been developed by the U.S. Environmental Protection Agency (USEPA) and is a compilation of the EPA/State Residential Radon Survey and the National Residential Radon Survey. The study covers the years 1986 - 1992. Where necessary data has been supplemented by information collected at private sources such as universities and research institutions.

EPA Radon Zones: Sections 307 & 309 of IRAA directed EPA to list and identify areas of U.S. with the potential for elevated indoor radon levels.

Oil/Gas Pipelines/Electrical Transmission Lines: This data was obtained by EDR from the USGS in 1994. It is referred to by USGS as GeoData Digital Line Graphs from 1:100,000-Scale Maps. It was extracted from the transportation category including some oil, but primarily gas pipelines and electrical transmission lines.

Sensitive Receptors: There are individuals deemed sensitive receptors due to their fragile immune systems and special sensitivity to environmental discharges. These sensitive receptors typically include the elderly, the sick, and children. While the location of all sensitive receptors cannot be determined, EDR indicates those buildings and facilities - schools, daycares, hospitals, medical centers, and nursing homes - where individuals who are sensitive receptors are likely to be located.

USGS Water Wells: In November 1971 the United States Geological Survey (USGS) implemented a national water resource information tracking system. This database contains descriptive information on sites where the USGS collects or has collected data on surface water and/or groundwater. The groundwater data includes information on more than 900,000 wells, springs, and other sources of groundwater.

Flood Zone Data: This data, available in select counties across the country, was obtained by EDR in 1999 from the Federal Emergency Management Agency (FEMA). Data depicts 100-year and 500-year flood zones as defined by FEMA.

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in March 1997 from the U.S. Fish and Wildlife Service.

Epicenters: World earthquake epicenters, Richter 5 or greater
Source: Department of Commerce, National Oceanic and Atmospheric Administration

Water Dams: National Inventory of Dams
Source: Federal Emergency Management Agency
Telephone: 202-646-2801
National computer database of more than 74,000 dams maintained by the Federal Emergency Management Agency.

California Earthquake Fault Lines: The fault lines displayed on EDR's Topographic map are digitized quaternary fault lines, prepared in 1975 by the United State Geological Survey. Additional information (also from 1975) regarding activity at specific fault lines comes from California's Preliminary Fault Activity Map prepared by the California Division of Mines and Geology.

California Drinking Water Quality Database
Source: Department of Health Services
Telephone: 916-324-2319
The database includes all drinking water compliance and special studies monitoring for the state of California since 1984. It consists of over 3,200,000 individual analyses along with well and water system information.

California Oil and Gas Well Locations for District 2 and 6
Source: Department of Conservation
Telephone: 916-323-1779

Appendix B

Placer County Records Review

FOOTHILLS ANNEX PSA

County Records Review

File No. 95085.46

January 2000

Placer County Master List

November 30, 1999

Carlton Construction	3720 Cincinnati Ave	Aboveground Haz Mat – No Waste
Doorcraft	3901 Cincinnati Ave	Aboveground Haz Mat – No Waste
Energy Absorption Systems	3617 Cincinnati Ave	Aboveground Haz Mat – No Waste
Fedex-AUN	1500 Nichols Dr	Aboveground Haz Mat – No Waste
Peck Heating and Air, Inc.	3650 Cincinnati Ave, Ste B	Aboveground Haz Mat – No Waste
R & S Smog & Repair	3626 Cincinnati Ave	Aboveground Haz Mat – No Waste
Schwan's Sales Center, Inc.	1635 Nichols Dr	Aboveground Haz Mat – No Waste
Sierra Chemical Co.	3640 Cncinnati Ave	Acutely Haz Mat – No Waste
ULTRAEX, Inc.	655 Menlo Dr	Aboveground Haz Mat – No Waste
Formica Corp.	3500 Cincinnati Ave	Aboveground Haz Mat – Some Waste Site Clean-Up – Mitigation
JR Pierce Plumbing Co., Inc.	3610 Cincinnati Ave	Aboveground Haz Mat – No Waste
Jones Futurex, Inc.	3715 Atherton Rd	Aboveground Haz Mat – Some Waste
Northern California Power Agency	2155 Nichols Dr	Aboveground Haz Mat – No Waste
PC Exploration Inc.	3883 Cincinnati Ave	Aboveground Haz Mat – No Waste
Rocklin Precision Machining	4180 Duluth Ave	Aboveground Haz Mat – Some Waste
West Coast Cabinets, Inc.	3740 Cincinnati Ave	Aboveground Haz Mat – Some Waste Site Clean-Up – Mitigation
Gap (The) Call Center	3830 Atherton Rd	Aboveground Haz Mat – No Waste
Gap, Inc. (The)	695 Menlo Dr	Underground Storage Tank – 1 Tank AS/US Haz Mat – No Waste, <20,000/month
Mallard Creek Industries	4095 Duluth Ave	Aboveground Haz Mat – No Waste
Miller, Herman, Inc.	333 Sunset Blvd	Aboveground Haz Mat – Some Waste
Placer Propane	1545 Nichols Dr	Aboveground Haz Mat – Some Waste
Roseville Precision, Inc.	3620 Cincinnati Ave	Aboveground Haz Mat – Some Waste
CTS Trucking	1100 Tinker Ct	Aboveground Haz Mat – Some Waste
CAE Vanguard Inc.	3909 Cincinnati Ave	Aboveground Haz Mat – Some Waste
Cherokee Tours	3640 Cincinnati Ave	Aboveground Haz Mat – Some Waste
Hunt & Sons Cardlock	4000 Cincinnati Ave	Underground Storage Tanks – 4 Tanks AS/US Haz Mat – Some Waste, <20,000/month
Maintenance Warehouse	1111 Tinker Rd	Aboveground Haz Mat – No Waste
Mark Container Corporation	1091 Tinker Rd 100	Aboveground Haz Mat – No Waste
North American Logistics	1091 Tinker Rd 300	Aboveground Haz Mat – No Waste
Pacific Bell (Rocklin2)	3535 Industrial Ave	Aboveground Haz Mat – No Waste
Reynolds Metals Company	3939 Cincinnati Ave	Site Clean-up – Mitigation

Placer County Prop 65 List

Placer County does not provide a Prop 65 list.