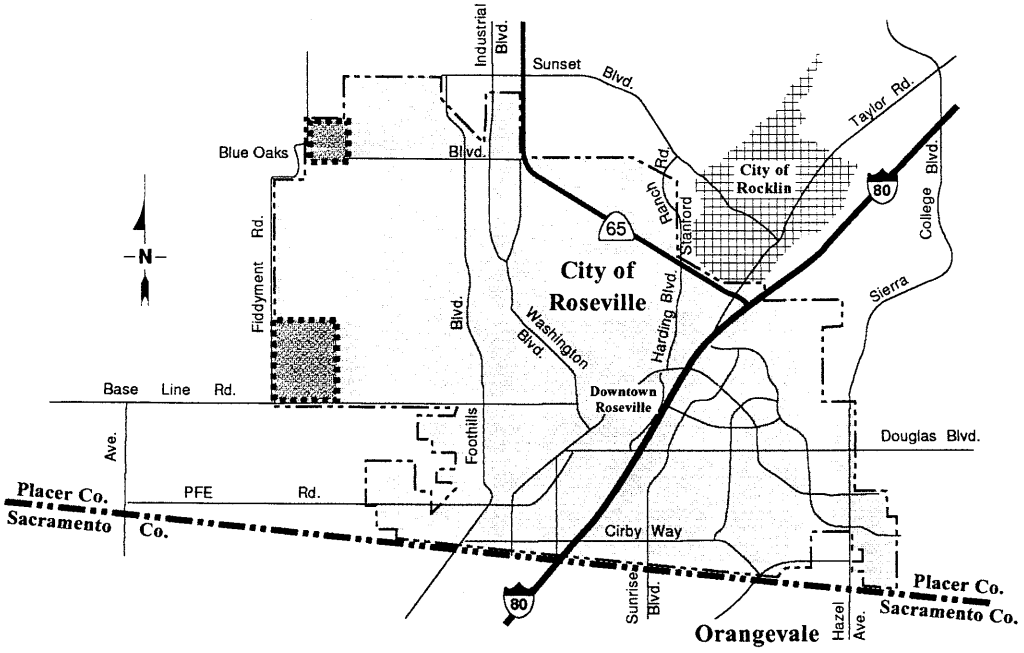
North Roseville Specific Plan Phase II

Subsequent Environmental Impact Report

SCH #98112063



PREPARED FOR THE

City of Roseville
Planning Department

PREPARED BY

EIP ASSOCIATES

February 1999

NORTH ROSEVILLE SPECIFIC PLAN PHASE II

DRAFT
SUBSEQUENT ENVIRONMENTAL IMPACT REPORT

Prepared for:

City of Roseville Planning Department

Prepared by:

EIP Associates
Sacramento, California

February 1999

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1. INTRODUCTION

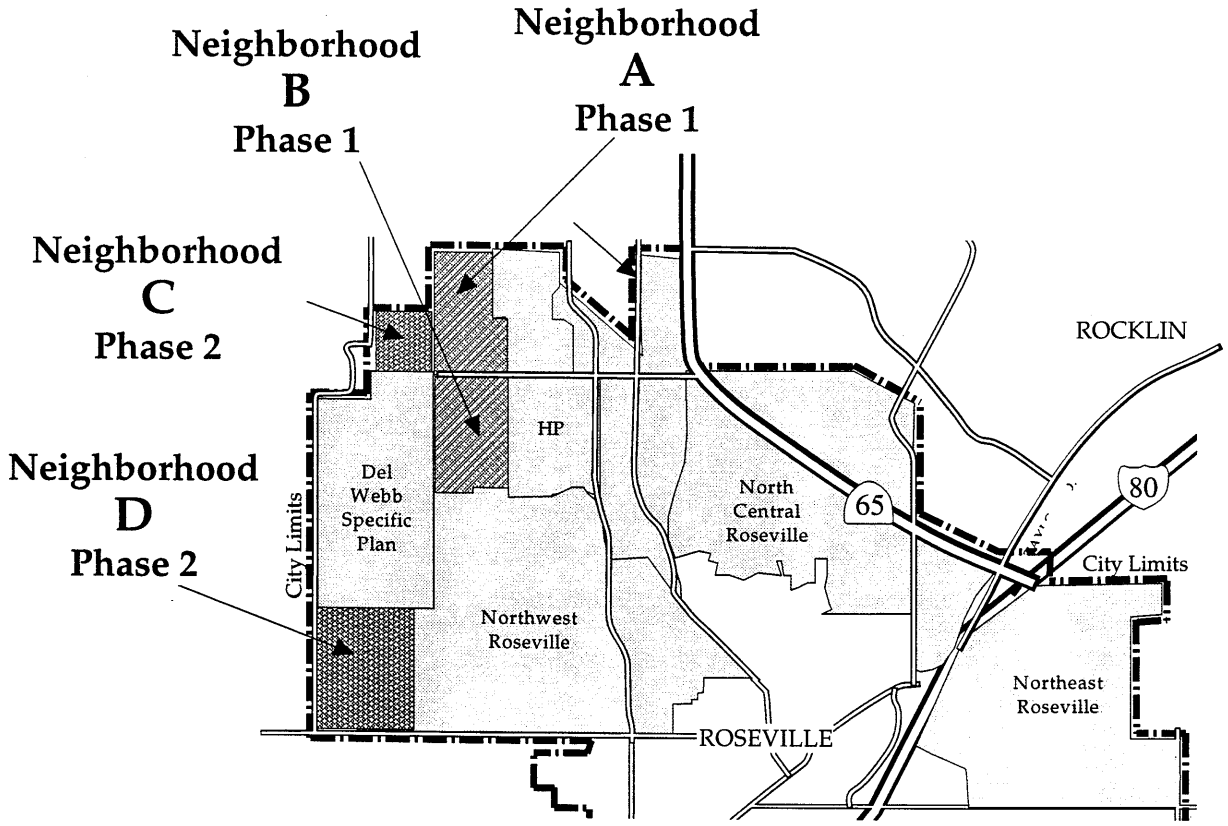
1.0 INTRODUCTION

1.1 PURPOSE OF THE REPORT

The City of Roseville is the lead agency for the preparation of a Subsequent Environmental Impact Report (SEIR) for Phase II of the North Roseville Specific Plan (NRSP) project located in the City of Roseville in western Placer County, California. The NRSP provided for a mixed-use development on approximately 1,390 acres in the City of Roseville, including 736 acres for Phase I and 653 acres for Phase II, as shown on Figure 1-1. The North Roseville Specific Plan EIR (SCH# 96112014) was certified in 1997, and the City Council approved Phase I of the Specific Plan at that time. The NRSP EIR consists of the Draft EIR dated May 1997 and the Final EIR published July 1997.

While a conceptual land use plan for Phase II was included in the NRSP and land uses for Phase II were analyzed in the EIR, no land use or zoning entitlements were granted for Phase II. The NRSP recognized that granting of such entitlements would require future action by the City. The project proponents are now requesting that the City approve the necessary entitlements for Phase II. Since the NRSP EIR was certified, several minor changes have been proposed to Phase II of the Specific Plan. The primary differences are changes in the land use plan for Neighborhood D. The changes include the following:

- redesignating 14.9 acres previously designated for low density residential to public/quasi public uses to include a church and a parochial school;
- redesignating 16.9 acres previously designated for high density residential and open space to community commercial with a special area overlay and high density residential with a special area overlay;
- land designated for open space has been reduced by 0.6 of an acre;
- land designated for school administration uses has increased by 0.6 of an acre;
- land designated for parks has been reduced by 0.5 of an acre;
- the proposed circulation system has been slightly modified; and
- the two detention basins have been identified.



N No Scale

SOURCE: City of Roseville, Wade Associates, *North Roseville Specific Plan*, July 1998; EIP Associates, February 1999. 10216

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Figure 1-1
Location Map

The number of residential units has decreased by 109 units in Neighborhood C compared to what was analyzed in the NRSP EIR. The number of low density units has increased by 45 units, from 407 units in the NRSP EIR to 452 low density units under the proposed project. The NRSP EIR included 154 medium density units in Neighborhood C the proposed project does not include any units designated medium density. In Neighborhood D, the total number of residential units has remained the same as analyzed in the NRSP EIR; however, the number of low density units has been reduced by 110 units and replaced with 110 high density units, as shown on Table 2-1 in Chapter 2, Project Description. To summarize:

- the total number of residential units for the proposed project has been reduced by 109 units; and

- a total of 110 low density units have been replaced with 110 high density units.

As discussed in Chapter 4, Initial Study, the changes to the land use plan for Phase II would result in the creation of one new traffic impact which would require mitigation not already included in the NRSP EIR. The remaining impacts would either be identical to those identified in the NRSP EIR or less severe.

1.2 SCOPE OF THE SEIR

Additional environmental analysis is required before the City approves Phase II of the NRSP. The California Environmental Quality Act (CEQA) Guidelines Section 15162 states that a Subsequent EIR must be prepared when major revisions to the previous EIR are necessary due to the following:

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant effects or a substantial increase in the severity of previously identified significant effects;

2. Substantial changes occur with respect to the circumstances under which the project is undertaken, which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant effects or a substantial increase in the severity of previously identified significant effects; or

3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified, as complete or the negative declaration was adopted, shows any of the following:

    a) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

    b) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

    c) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of

the project, but the project proponents decline to adopt the mitigation measure or alternative; or

d) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adapt the mitigation measure or alternative.

Additional analysis was conducted to determine whether the proposed changes to Phase II of the NRSP would trigger any of the above CEQA thresholds. The City has chosen to proceed with a Subsequent EIR to provide full disclosure of the project and to afford the public with ample opportunity to comment on the environmental effects of Phase II. The Subsequent EIR focuses on Phase II and any potential differences in the nature or severity of impacts analyzed in the NRSP EIR.

1.3 ENVIRONMENTAL REVIEW OF THE PROPOSED PROJECT

To adequately analyze changes made to Phase II of the NRSP that could trigger new or more severe environmental impacts, this SEIR uses the Initial Study Environmental Checklist. As explained in detail in Chapter 3 of this SEIR, the environmental impacts of the proposed project are essentially the same as those evaluated in the NRSP EIR. Thus, this SEIR should be viewed in conjunction with the NRSP EIR. Where appropriate, mitigation measures from the NRSP EIR would reduce impacts associated with the proposed project. Not all mitigation measures from the previous NRSP EIR are applicable; only those mitigation measures that are directly applicable to the Phase II project are cited. The identified mitigation measures from the NRSP EIR must be adopted as part of the proposed project where necessary to reduce significant impacts associated solely with Phase II.

The prior NRSP EIR identified significant and unavoidable impacts associated with project implementation that could not be mitigated to a less-than-significant level. During the approval process for the NRSP EIR, the Roseville City Council adopted a Findings of Fact and Statement of Overriding Considerations (Resolution #97-213). The impacts that were identified as being significant and unavoidable were determined by the City Council to be acceptable because the economic, social and other benefits of the project outweighed the environmental effects. This SEIR analyzes the incremental change in the number and severity of impacts between the analysis of Phase II under the NRSP EIR and the proposed project. The significant and unavoidable impacts identified for Phase II under the NRSP EIR would remain for the proposed project.

1.4 CEQA PROCESS

A Notice Of Preparation (NOP) for the SEIR was released on November 23, 1998 for a 30-day review. The NOP and comment letters received are included in Appendix A and B. The SEIR will be publicly circulated in accordance with the public review requirements set forth under CEQA. The SEIR will be circulated for a 45-day public review. Written comments may be sent to:

Chris Robles, Senior Planner
City of Roseville Planning Department
316 Vernon Street, Ste. 104
Roseville, California 95678

Related documents that should be reviewed in conjunction with the NRSP Phase II SEIR include the North Roseville Specific Plan EIR (DEIR and FEIR) and the Stoneridge Specific Plan FEIR. Both documents are available for review during normal business hours at the City of Roseville Planning Department, 316 Vernon Street, Suite, 104.

Comments received during the public comment period will be addressed in the Final SEIR. The SEIR (both Draft and Final) will be reviewed by the Roseville City Council for certification in accordance with the State CEQA Guidelines and City procedures.

1.4 HOW TO USE THIS REPORT

This report contains five principal parts, Introduction, Project Description, Summary of Differences in Impacts and Mitigation Measures between the Proposed Project and the NRSP DEIR, the Initial Study Checklist, and Alternatives.

The **Introduction** presents the project background and a review of the CEQA process.

The **Project Description** provides a description of the proposed project including project location and description of proposed land uses.

The **Summary of Differences in Impacts and Mitigation Measures between the Proposed Project and the NRSP DEIR** summarizes the differences between Phase II as analyzed in the NRSP EIR and the project analyzed in this SEIR.

The **Initial Study Checklist** includes a section by section analysis of impacts that could or would occur from project implementation. Applicable mitigation measures from the NRSP EIR are included where the impact is either identical or very similar to Phase II addressed in the NRSP EIR and can be used to reduce the level of significance. Where appropriate, new mitigation measures are also identified.

The **Alternatives Analysis** includes a description of those alternatives analyzed in the NRSP EIR as well as a discussion on alternatives specific to the Phase II portion of the Plan Area. 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.

2. PROJECT DESCRIPTION

2.0 PROJECT DESCRIPTION

2.1 PROJECT LOCATION

The North Roseville Specific Plan (NRSP) area is located in western Placer County, California, along the northern and western boundaries of the City of Roseville, as shown in Chapter 1, Introduction, in Figure 1-1. The full Plan Area is located on an approximately 1,390-acre site in the northwestern portion of the City of Roseville. Phase I of the Plan Area is defined as the area west of Foothills Boulevard, north of Blue Oaks Boulevard to the eastern boundary of the Del Webb Specific Plan boundary, and south of Blue Oaks Boulevard to the Woodcreek Golf Club. The second phase (Phase II) consists of two discontiguous parcels – Neighborhood "C" and Neighborhood "D." Neighborhood C is 161 acres immediately west of the Phase I site. Neighborhood D is a 492-acre site bounded by the Del Webb Specific Plan to the north, the Northwest Roseville Specific Plan to the east, Fiddyment Road to the west and Baseline Road to the south, as shown on Figure 2-1, Plan Area Map.

The Plan Area is generally situated six miles west of Interstate 80 (I-80). State Route (SR) 65 provides access from the northwest and intersects I-80 in Roseville. The Plan Area is located approximately one mile west of the Blue Oaks Boulevard interchange on SR 65.

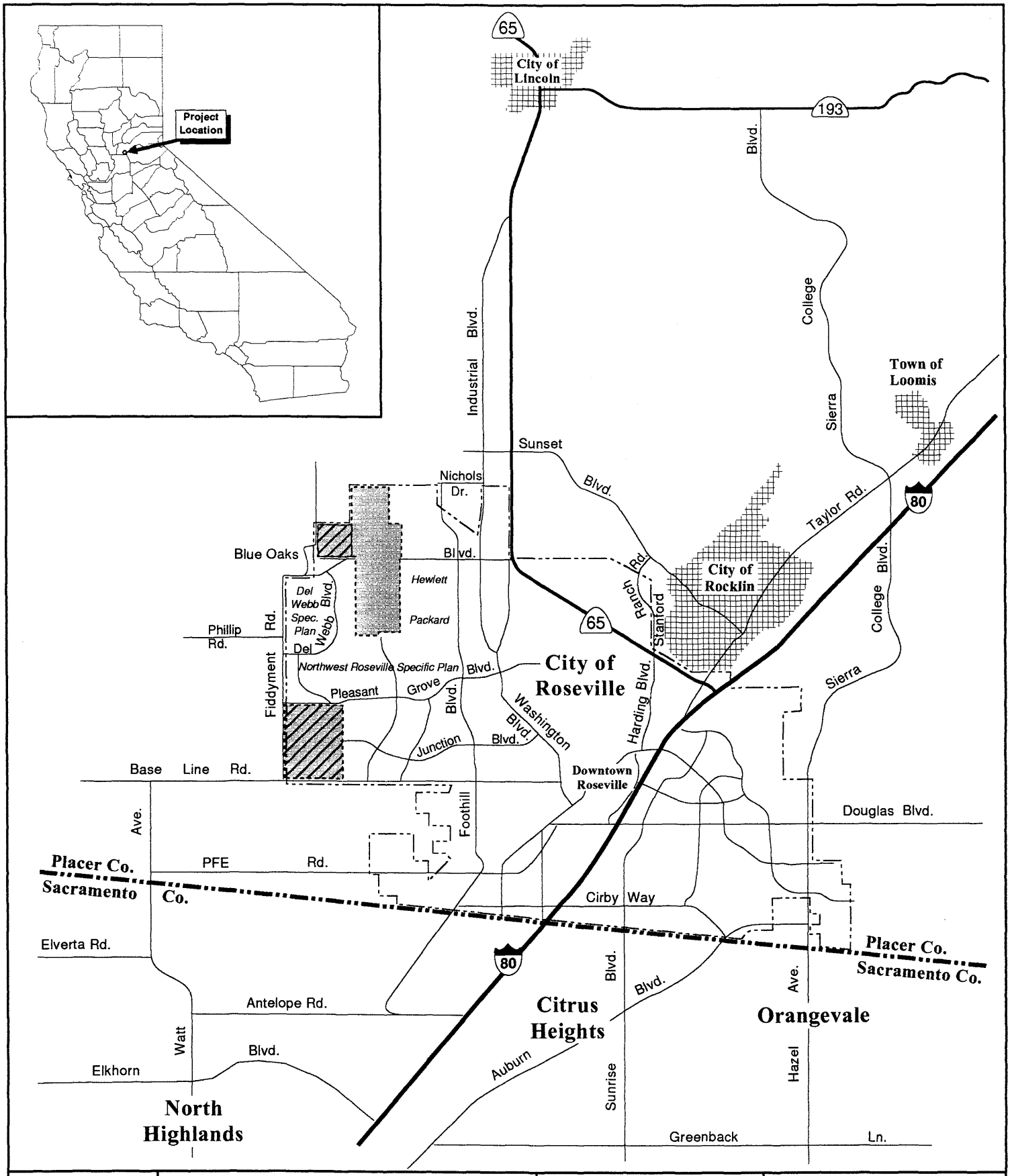
2.2 PROJECT SETTING AND CHARACTERISTICS

Phase II of the NRSP is undeveloped at present. The topography of Neighborhood D is relatively level with gently rolling grasslands. Neighborhood C includes dispersed oaks, oak woodlands and riparian creek corridors. The predominant land use is seasonal grazing. Cattle and sheep have grazed in portions of the Plan Area for several decades.

No structures exist in either Neighborhood C or D. The only uses that are visible include power lines, barbed wire fences and wooden fence posts. An abandoned underground water line is present on Neighborhood C and appears to have been used in the past for irrigation purposes. High voltage power lines cross the northern portion of Neighborhood D. Beneath the power lines is a 10-acre vernal pool preserve created as wetland mitigation for the Northwest Roseville Specific Plan. Pleasant Grove Creek bisects Neighborhood C, while Curry Creek originates from within Neighborhood D.

2.3 PROJECT BACKGROUND

General Plan designations and zoning for Phase I of the NRSP were approved by the City in August 1997 and were analyzed in the North Roseville Specific Plan Draft EIR (SCH #96112014). No changes are proposed to the Phase I portion of the NRSP. A conceptual land use plan for



SOURCE: EIP Associates, February 1999.

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Scale in Feet

10216-Regional

North Roseville Specific Plan Area (Phase I)

Proposed Project (NRSP Phase II)

Roseville City Limits

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Figure 2-1

Location Map

Phase II was included in the Specific Plan and analyzed in the NRSP Draft EIR on a program level, but no entitlements were approved. Therefore, the subject of this SEIR is the Phase II portion of the NRSP, which includes Neighborhoods C and D, as discussed above.

Phase II of the NRSP as analyzed in the NRSP EIR included a total of 2,575 dwelling units in a variety of types and densities, one elementary school, a fire station, 6.9 acres for commercial uses, 29.6 acres for parks, and approximately 111.7 acres for open space on approximately 653 acres.

2.4 PROPOSED PROJECT

The proposed NRSP Phase II (proposed project) would amend the land use plan for Phase II included under the NRSP and analyzed in the NRSP EIR. The changes proposed for Phase II would occur predominantly in Neighborhood D (Woodcreek West). Only the number of residential units in Neighborhood C (Mourier 160) would change from the land use plan analyzed in the NRSP EIR. The proposed project would include a mix of residential, community commercial, park, public, and open space uses. The changes in acreage and unit counts between the original NRSP land use plan and the proposed project are shown by designation and unit count in Table 2-1.

Neighborhood C

Neighborhood D

The land use plan for Neighborhood C (Mourier 160) is illustrated on Figure 2-2. The acreage and unit counts by parcel are shown in Table 2-2. The number of residential units in Neighborhood C would be reduced from 561 units included in the NRSP to 452 units, a 109 unit reduction. In addition, the internal circulation system would be modified slightly. The amount of affordable housing would be reduced proportional to the reduction in dwelling units in Neighborhood C. The proposed project would also meet the City's requirements for providing affordable housing by designating a total of 10 percent of the total number of units as affordable housing.

The land use plan for Neighborhood D (Woodcreek West) is shown on Figure 2-3. The acreage and unit count by parcel are shown in Table 2-3.

The primary change proposed for Neighborhood D is the development of a 14.9-acre site for the St. Clare Catholic Church Parish (WW-73) and parochial school, at Junction Boulevard and Woodcreek West Road. The adopted NRSP designated this parcel for low density residential. The revised Phase II proposes an approximately 15,000 square foot (sf) church, a 16,000 sf hall/gym, a 2,500 sf rectory, and approximately 14,000 sf of school classroom space.

The revised Phase II would also reduce the amount of open space and parks. There would be 111.1 acres of open space, including creek corridors and oak woodlands, compared to 111.7 acres under the adopted NRSP, a reduction of 0.6 acres. Park acreage would be reduced in the revised Phase II from 29.6 acres, adopted under the NRSP, to 29.1 acres, a reduction of 0.5 acres.

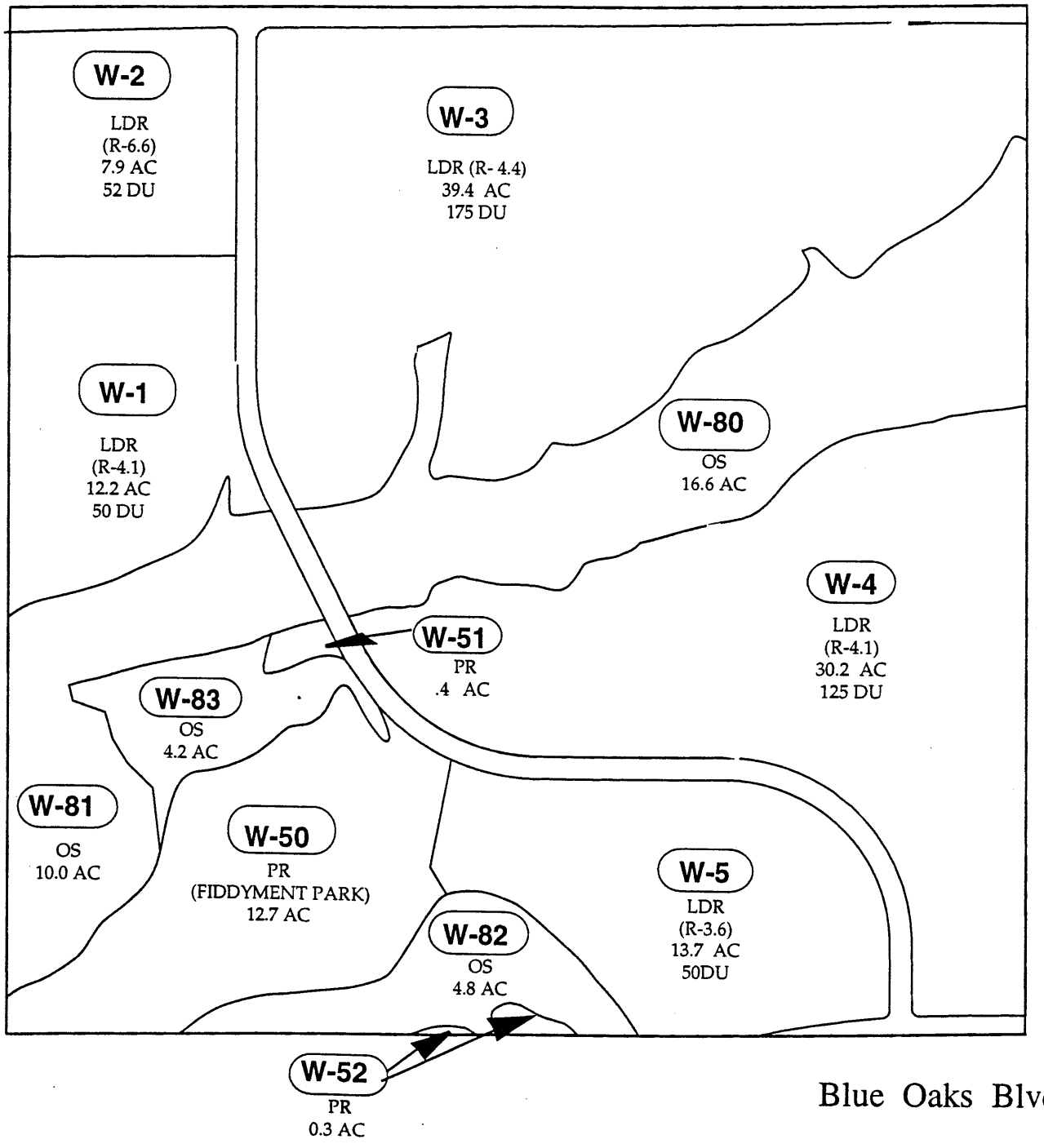
TABLE 2-1

MODIFICATIONS TO THE PREVIOUSLY ANALYZED LAND USE PLAN FOR PHASE II OF THE NRSP

Land Use	Previously Analyzed Land Uses (NRSP Phase II)		Proposed Changes to Land Uses (Revised NRSP Phase II)		Difference	
	Acres	Units	Acres	Units	Acres	Units
Low Density Residential	392.4	1,835	379.2	1,770	-13.2	- 65
Medium Density Residential	36.3	294	16.9	140	-19.4	-154
High Density Residential	22.5	446	29.8	556	+7.3	+110
Subtotal Residential	**451.2**	**2,575**	**425.9**	**2,466**	**- 25.3**	**-109**
Community Commercial	6.9		15.6		+ 8.7	
School K-6	10		10		N/C	
School Administration	3.9		4.5		+ .6	
Church/School	0		14.9		+ 14.9	
Fire Station	1.5		1.5		N/C	
Park	29.6		29.1		-.5	
Open Space	111.7		111.1		-.6	
Street Right-of-Ways	38.8		40.8		+2	
Total Plan Acreage	**653.6**	**2,575**	**653.4**[2]	**2,466**	-0.2[1]	-109

N/C = No change
1. Slight difference (-0.2) noted due to rounding.

SOURCE: Wade Associates, 1999.



N No Scale

SOURCE: City of Roseville, Wade Associates, *North Roseville Specific Plan*, July 1998; EIP Associates, February 1999. 10216

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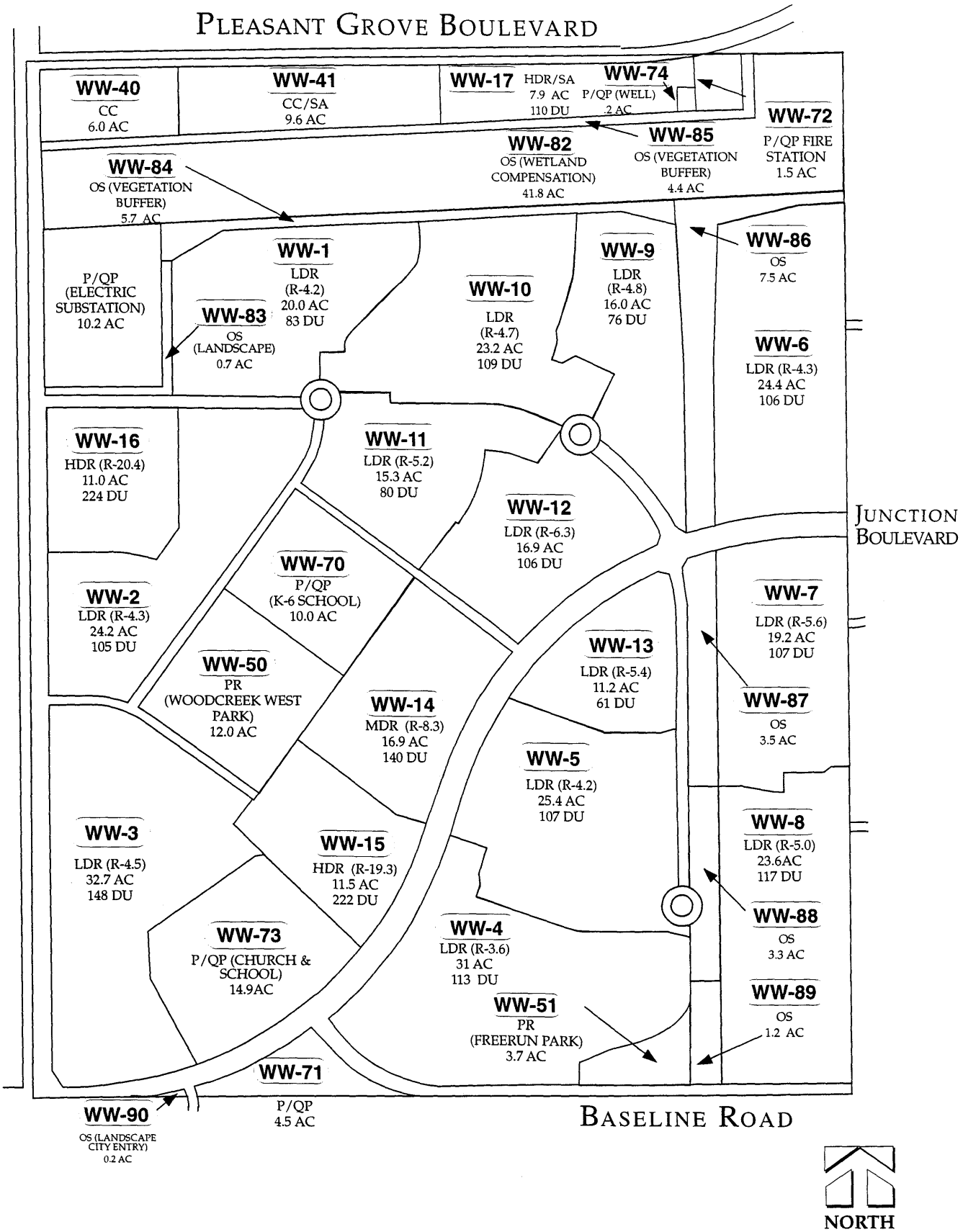
Figure 2-2
Land Use Map
Phase 2: Neighborhood C

TABLE 2-2

NEIGHBORHOOD C
LAND USE BY PARCEL

Parcel	Zoning	Land Use	Density	Net Acreage	Units
W-1	R1/DS	LDR	4.1	12.2	50
W-2	RS/DS	LDR	6.6	7.9	52
W-3	R1/DS	LDR	4.4	39.4	175
W-4	R1/DS	LDR	4.1	30.2	125
W-5	R1/DS	LDR	3.6	13.7	50
W-50	PR	Park		12.7	
W-51	PR	Park		0.4	
W-52	PR	Park		0.3	
W-80	OS	Open Space		16.6	
W-81	OS	Open Space		10.0	
W-82	OS	Open Space		4.8	
W-83	OS	Open Space		4.2	
		ROW - Mourier 160		8.6	
				161.0	**452**

Source: City of Roseville, Wade Associates, North Roseville Specific Plan, July, 1998; EIP Associates, February 1999.



URCE: City of Roseville, Wade
sociates, *North Roseville Specific*
n, July 1998; EIP Associates,
nuary 1999. 10216

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Figure 2-3
Land Use Map
Phase 2: Neighborhood D

TABLE 2-3

NEIGHBORHOOD D
LAND USE BY PARCEL

Parcel	Zoning	Land Use	Density	Net Acre	Units
WW-1	R1	LDR	4.2	20	83
WW-2	R1	LDR	4.3	24.2	105
WW-3	R1	LDR	4.5	32.7	148
WW-4	R1	LDR	3.6	31.0	113
WW-5	R1	LDR	4.2	25.4	107
WW-6	R1	LDR	4.3	24.4	106
WW-7	RS	LDR	5.6	19.2	107
WW-8	RS	LDR	5.0	23.6	117
WW-9	RS	LDR	4.8	16.0	76
WW-10	R1	LDR	4.7	2.32	109
WW-11	RS	LDR	5.2	15.3	80
WW-12	RS	LDR	6.3	16.9	106
WW-13	RS	LDR	5.4	11.2	61
WW-14	RS	MDR	8.3	16.9	140
WW-15	R3	HDR	19.3	11.5	222
WW-16	R3	HDR	20.4	11.0	224
WW-17	R3/SA	(Sr/Hndcp/Disabl)	13.9	7.9	110
WW-40	CC	Commercial		6.0	
WW-41	CC/SA	Commercial		9.6	
WW-50	PR	Park/Detention		12.0	
WW-51	PR	Park/Detention		3.7	
WW-70	P/QP	Elementary School		10.0	
WW-71	P/QP	School Administration		4.5	
WW-72	P/QP	Fire Station		1.5	
WW-73	P/QP	Church/School		14.9	
WW-74	P/QP	Well Site		0.2	
WW-82	OS	Wetland Compensation		41.8	
WW-83	OS	Open Space (Landscape)		0.7	
WW-84	OS	Open Space (Vegetation Buffer)		5.7	
WW-85	OS	Open Space (Vegetation Buffer)		4.4	
WW-86	OS	Open Space		7.5	

TABLE 2-3

NEIGHBORHOOD D
LAND USE BY PARCEL

Parcel	Zoning	Land Use	Density	Net Acre	Units
WW-87	OS	Open Space		3.5	
WW-88	OS	Open Space		3.3	
WW-89	OS	Open Space		1.2	
WW-90	OS	Open Space		0.2	
		ROW - Woodcreek West		31.5	
				492.6	**2,014**

Source: City of Roseville, Wade Associates, North Roseville Specific Plan, July, 1998; EIP Associates, February 1999.

Several other changes are proposed for Neighborhood D. Land designated for community commercial uses would increase from 6.9 acres under the adopted NRSP to 22.9 acres under the proposed project. Parcel WW-41 would be redesignated from high density residential to community commercial (with a special area overlay) to allow assisted living facilities including an adult daycare center and other types of assisted living facilities. Parcel WW-17, previously designated for open space, would be redesignated high density residential designated for assisted living. The acreage designated for school administrative uses would increase from 3.9 acres to 4.5 acres.

Phase II of the revised Specific Plan proposes the dedication of one new neighborhood park in Neighborhood D. In addition, the roadway circulation plan has been modified by deleting a north/south collector which intersected with Pleasant Grove Boulevard: an east/west collector would connect Fiddyment Road and Junction Boulevard.

2.5 DIFFERENCES BETWEEN PREVIOUSLY APPROVED PHASE II AND PROPOSED PROJECT

The land use plan for Phase II previously analyzed in the NRSP and the proposed NRSP Phase II are discussed above under Project Elements. The proposed changes for Neighborhood D are:

- 14.9 acres previously designated for low density residential redesignated public/quasi public uses;
- 16.9 acres previously designated for high density residential and open space redesignated community commercial with a special area overlay designation and high density residential with a special area overlay designation;
- the total amount of land designated for open space reduced by 0.6 acres to a total of 111.1 acres,
- the amount of land designated for parks reduced by 0.5 acres to a total of 29.1 acres;
- the amount of land designated for school administration increased by 0.6 of an acre to 4.5 acres;
- the circulation system in Neighborhood D has been slightly modified;
- the two detention basin sites have been identified;
- the number of low density residential units reduced by 110 units; and
- the number of high density residential units increased by 110 units.

In addition, the internal circulation system would be modified slightly and residential units previously designated medium density residential would be changed to low density residential, resulting in a net reduction of 109 units, from 561 to 452 units in Neighborhood C.

2.6 PROJECT OBJECTIVES

The project objectives for the proposed project would remain the same as the project objectives identified for the NRSP, except for the addition of Objective 9, which provides land for a church and parochial school. The project also is intended to provide for the orderly and systematic development of a mix of uses including residential neighborhoods, an elementary school, parks and open space, and commercial uses in a manner consistent with the policies of the City and the characteristics and natural features of the land.

The specific project objectives are:

(1) Provide public services to meet the needs of development within the plan.

(2) Incorporate and preserve the oak woodlands, which provide a district identity, sense of organization and order for the Plan Area.

(3) Provide a housing supply near the employment centers in the northwest area of the city to enhance the potential for jobs/housing balance and to minimize trip length for employees.

(4) Provide a range of housing types and densities that include dwellings affordable to households in a variety of income categories, and provide special residential and care facilities for seniors.

(5) Provide space for retail, commercial, and professional land uses to serve the Plan Area residents and the general public.

(6) Enhance neighborhoods by integrating natural areas through visual and pedestrian links and protect the woodland and creek environment in open space and parks.

(7) Provide a pedestrian and bicycle path system and access to public transit to encourage residents to minimize auto use.

(8) Complete the land use and infrastructure planning for the northwestern portion of the City.

(9) Provide land area for a church and parochial school.

2.7 PROJECT ENTITLEMENTS

The anticipated project entitlements from the City of Roseville include the following:

- General Plan Amendment,
- Specific Plan Amendment,
- Development Agreement,
- Rezone,
- Large Lot Tentative Map, and
- Certification of the SEIR.

In addition, if Fiddyment Road is annexed to the City, the annexation would require approval of the Placer County LAFCO, and the SEIR will provide the required environmental documentation for the LAFCO action. The primary difference between maintaining County jurisdiction and annexation to the City is that City and County roadway standards differ. These differences are discussed under Item 7, Transportation.

In addition to the above entitlements, implementation of the proposed project would require approval of the following permits from federal, State and other agencies.

- U.S. Army Corps of Engineers approval under the Nationwide Permit Program and Section 404 Individual permits;

- The California Department of Fish and Game Streambed Alteration Agreement (per Sections 1601 -1603 of the California Fish and Game Code) for activities within stream zones;

- 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.

3. SUMMARY OF DIFFERENCES IN IMPACTS AND MITIGATION MEASURES BETWEEN THE PROPOSED PROJECT AND THE NRSP EIR

3.0 SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROPOSED PROJECT AND THE NRSP EIR

The environmental effects of the changes to Phase II are discussed in Chapter 4, Initial Study. For the most part, the changes to the land use plan for Phase II would have the same impacts and require the same mitigation as the Phase II analyzed in the NRSP EIR. The exception is that the proposed project would create one new traffic impact which would require mitigation not already included in the NRSP EIR. The remainder of the impacts would either be identical to those identified under the NRSP EIR or less severe.

The Summary Table of Impacts and Mitigation Measures from the NRSP EIR has been reprinted as Table 3-1 to clearly identify where impacts identified under the NRSP are addressed in the Initial Study Checklist, Chapter 4, and the level of significance of each impact for the proposed project. In some instances, the impact is discussed under multiple checklist items. In that case, the entire Checklist section (e.g., Section 8. Biological Resources) is identified.

TABLE 3-1

SUMMARY OF IMPACTS AND MITIGATION

Impact Number	Impact	Significance	Mitigation Measure	Residual Significance	Addressed in NRSP Phase II SEIR
4.1 Land Use					
4.1-1	Land use conversion.	Less than significant	None required	Less than significant	Impact would remain less than significant. See Checklist Item 2.a.
4.1-2	Agricultural land conversion.	Less than significant	None required	Less than significant	Impact would remain less than significant. See Checklist Item 2.a.
4.1-3	Incompatibility of proposed land uses with the adjoining DWSP, NWRSP and Hewlett-Packard Master Plan.	Less than significant	None required	Less than significant	Impact would remain less than significant. See Checklist Item 1.b.
4.1-4	Incompatibility of proposed land uses with the adjoining agricultural areas in Placer County.	Less than significant	None required	Less than significant	Impact would remain less than significant. See Checklist Item 1.b.
4.1-5	Incompatibility of proposed land uses with the adjoining Sunset Community Plan area.	Less than significant	None required	Less than significant	No impact would occur. See Checklist Item 1.b.
4.1-6	Incompatibility of proposed land uses with the nearby existing and planned light industrial uses in the City of Roseville.	Less than significant	None required	Less than significant	No impact would occur. See Checklist Item 1.b.
4.1-7	Incompatibility between schools and surrounding uses.	Less than significant	None required	Less than significant	Impact would remain less than significant. See Checklist Item 1.b.
4.1-8	Incompatibility between public/institutional and residential adjacent land uses.	Less than significant	None required	Less than significant	Impact would remain less than significant. See Checklist Item 1.b.

TABLE 3-1

SUMMARY OF IMPACTS AND MITIGATION

Impact Number	Impact	Significance	Mitigation Measure	Residual Significance	Addressed in NRSP Phase II SEIR
4.1-9	Incompatibility between County landfill operations and residential adjacent land uses.	Less than significant	None required	Less than significant	Impact would remain less than significant. See check list item 1.b.
4.1-10	Consistency with City General Plan	Less than significant	None required	Less than significant	Impact would remain less than significant. See Checklist Item 1.b.
4.1-11	Annexation of 7.6 acres of Placer County land under agricultural uses to the City of Roseville for Fiddyment Road rights-of-way. (Phase II only)	Less than significant	None required	Less than significant	Impact would remain less than significant. See Checklist Item 1.b.
1.c.	Conflict with any applicable habitat conservation plan or natural communities conservation plan?[1]	N/A	N/A	N/A	No impact would occur. See Checklist Item 1.c.
4.2 Population, Employment and Housing					
4.2-1	Increased population within the City of Roseville during project construction.	Less than significant	None required	Less than significant	Impact would remain less than significant. See Checklist Items 3.a, c.
4.2-2	Increased population within the City of Roseville after construction of the Proposed Project.	Less than significant	None required	Less than significant	Impact would remain less than significant. See Checklist Items 3.a,c.
4.2-3	Changes in the jobs/housing balance.	Less than significant	None required	Less than significant	Impact would remain less than significant. See Checklist Items 3.a,c.

[1] New item on the CEQA checklist that was not specifically addressed in the NRSP EIR.

TABLE 3-1

SUMMARY OF IMPACTS AND MITIGATION

Impact Number	Impact	Significance	Mitigation Measure	Residual Significance	Addressed in NRSP Phase II SEIR
4.2-4	Ability to meet City of Roseville's affordable housing goals.	Less than significant	None required	Less than significant	Impact would remain less than significant. See Checklist Items 3.a,c.
4.3 Soils, Geology and Seismicity					
4.3-1	Construction of structures in an area of potential seismic activity.	Less than significant	None required	Less than significant	Impact would remain less than significant. See Checklist Item 4.a.
4.3-2	Potential failure of structures and infrastructure facilities due to construction on soils that exhibit slow permeability, low strength and high shrink-swell potential.	Significant	Mitigation Measure 4.3-1 (Comply with site-specific geotechnical evaluation)	Less than significant	Impact would remain less than significant with mitigation. See Checklist Items 4.b, d.
4.3-3	Grading activities could cause slope instability along steep stream channels and increased erosion in the Plan Area.	Significant	Mitigation Measure 4.3-1 (Comply with site-specific geotechnical evaluation)	Less than significant	Impact would remain less than significant with mitigation. See Checklist Item 4.b.
4.3-4	Inaccessibility to potential mineral resources located within the Plan Area.	Less than significant	None required	Less than significant	Impact would remain less than significant. See Checklist Item 9.a-c.
4.3-5	Topographic changes due to grading activities.	Less than significant	None required	Less than significant	Impact would remain less than significant. See Checklist Item 4.b.

TABLE 3-1

SUMMARY OF IMPACTS AND MITIGATION

Impact Number	Impact	Significance	Mitigation Measure	Residual Significance	Addressed in NRSP Phase II SEIR
4.f.	Where sewers are not available for the disposal of wastewater, is the soil capable of supporting the use of septic tanks or alternative wastewater disposal systems?[2]	N/A	N/A	N/A	No impact would occur.
	4.4 Hydrology and Water Quality				
4.4-1	Development located in the designated 100-year floodplain could obstruct flood flows and exacerbate existing localized flooding.	Potentially significant	Mitigation Measure 4.4-1 (Design and site structures and amenities within parks and open space designations to prevent flood flow obstruction, and demonstrate no off-site increase in water surface elevation from such features)	Less than significant	Impact would remain less than significant with mitigation. See Checklist Items 5.f-g.
4.4-2	Increase in the rate of stormwater runoff.	Less than significant	None required	Less than significant	Impact would remain less than significant. See Checklist Items 5.d,13.c.
4.4-3	Increase in on-site and off-site flood elevations.	Less than significant	None required	Less than significant	This impact was for Phase I of the NRSP. Not applicable for this project.

[2] New item on the CEQA checklist that was not specifically addressed in the NRSP EIR.

TABLE 3-1

SUMMARY OF IMPACTS AND MITIGATION

Impact Number	Impact	Significance	Mitigation Measure	Residual Significance	Addressed in NRSP Phase II SEIR
4.4-3	Increase in on-site and off-site flood elevations.	Potentially significant	Mitigation Measure 4.4-2 (Ensure that regional retention facilities are adequate to contain runoff volumes)	Less than significant	Impact would remain less than significant and not require mitigation. See Checklist Items 5.c-e.
4.4-4	Localized alteration of drainage patterns.	Less than significant	None required	Less than significant	Impact would remain less than significant. See Checklist Items 5. c-e.
4.4-5	Interference with groundwater recharge potential.	Less than significant	None required	Less than significant	Impact would remain less than significant. See Checklist Item 5. b.
4.4-6	Degraded water quality resulting from increased erosion and sedimentation during construction.	Less than significant	None required	Less than significant	Impact would remain less than significant. See Checklist Item 5.a.
4.4-7	Degraded water quality resulting from increased erosion and stormwater runoff.	Less than significant	None required	Less than significant	Impact would remain less than significant. See Checklist Item 5.a.
4.5 Biological Resources					
4.5-1	Loss of oak trees of greater than 6" dbh.	Short-term significant, long-term, less than significant	None identified	Short-term significant, long-term, less than significant	Impact would remain less than significant. See Checklist Items 8.a-d.
4.5-2	Loss of oak woodland and mixed riparian habitat.	Less than significant	None required	Less than significant	Impact would remain less than significant. See Checklist Items 8.a-d.

TABLE 3-1

SUMMARY OF IMPACTS AND MITIGATION

Impact Number	Impact	Significance	Mitigation Measure	Residual Significance	Addressed in NRSP Phase II SEIR
4.5-3	Loss of vernal pools, seasonal wetlands and other jurisdictional waters of the U.S.	Significant	Mitigation Measure 4.5-1 (Preserve and construct vernal pools or purchase credits in an approved wetlands mitigation bank)	Potentially significant	Impact would remain potentially significant with mitigation. See Checklist Items 8.a-d.
4.5-4	Loss of wildlife habitat.	Significant	Mitigation Measure 4.5-1 (Preserve and construct vernal pools or purchase credits in an approved wetlands mitigation bank)	Significant	Impact would remain significant with mitigation. See Checklist Items 8.a-d.
4.5-5	Disturbance to wildlife and wildlife habitat during construction.	Significant	Mitigation Measure 4.5-2 (Implement construction protocols)	Less than significant	Impact would remain less than significant with mitigation. See Checklist Item 8.
4.5-6	Substantial interference with the movement of resident and migratory wildlife species.	Less than significant	None required	Less than significant	Impact would remain less than significant. See Checklist Items 8.e.

TABLE 3-1

SUMMARY OF IMPACTS AND MITIGATION

Impact Number	Impact	Significance	Mitigation Measure	Residual Significance	Addressed in NRSP Phase II SEIR
4.5-7	Loss of special-status plant species occurring in vernal pools.	Potentially significant	Mitigation Measure 4.5-3 (Incorporate soil and seed bank salvage in construction of vernal pools)	Potentially significant	Impact would remain potentially significant with mitigation. See Checklist Items 8.a-d.
4.5-8	Loss of federal threatened vernal pool fairy shrimp.	Significant	Mitigation Measure 4.5-3 (Incorporate soil and seedbank salvage in construction of vernal pools)	Potentially significant	Impact would remain potentially significant with mitigation. See Checklist Items 8.a-d.
4.5-9	Potential disturbance of Swainson's hawk and other legally-protected raptor nests.	Significant	Mitigation Measure 4.5-4 (Conduct pre-construction nest survey and implement appropriate restrictions)	Less than significant	Impact would remain less than significant with mitigation. See Checklist Item 8.
4.5-10	Potential loss of valley elderberry longhorn beetle.	Less than significant	None required	Less than significant	Impact would remain less than significant. See Checklist Item 8.

TABLE 3-1

SUMMARY OF IMPACTS AND MITIGATION

Impact Number	Impact	Significance	Mitigation Measure	Residual Significance	Addressed in NRSP Phase II SEIR
8.g.	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan.[3]	N/A	N/A	N/A	No impact would occur due to project implementation.
	4.6 Cultural Resources				
4.6-1	Damage or destroy unidentified cultural resources.	Significant	Mitigation Measure 4.6-1 (Cease work and consult a qualified archaeologist)	Less than significant	Impact would remain less than significant with mitigation. See Checklist Item 15.a.
4.6-2	Damage or destroy recorded prehistoric sites.	Significant	Mitigation Measure 4.6-2(a) (Conduct archaeological testing), 4.6-2(b) (Preserve or record sites, consistent with CEQA Guidelines)	Less than significant	Impact would remain less than significant with mitigation. See Checklist Item 15.a.
15.d.	Disturb any human remains, including those interred outside of formal cemeteries. [1]	N/A	N/A	N/A	No impact would occur due to project implementation.

[3] New item on the CEQA checklist that was not specifically addressed in the NRSP EIR.

TABLE 3-1

SUMMARY OF IMPACTS AND MITIGATION

Impact Number	Impact	Significance	Mitigation Measure	Residual Significance	Addressed in NRSP Phase II SEIR
4.7 Aesthetics and Visual Resources					
4.7-1	Conversion of undeveloped landscape to urban development.	Significant	None identified	Significant	Impact would remain significant and unavoidable. See Checklist Items 14.a,c.
4.7-2	Decrease in visual quality due to removal of riparian vegetation.	Less than significant	None required	Less than significant	Impact would remain less than significant. See Checklist Item 14.c.
4.7-3	Visual incompatibility between residential areas and adjacent light industrial uses.	Less than significant	None required	Less than significant	Phase II of the NRSP is not located near adjacent light industrial uses. The impact does not apply.
4.7-4	Disturbance of residents due to artificial light and glare.	Less than significant	None required	Less than significant	Impact would remain less than significant. See Checklist Item 14.d.
14.b.	Damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway? [1]	N/A	N/A	N/A	No impact would occur due to project implementation.
4.8 Hazardous Materials and Public Safety					
4.8-1	Increased potential for accidental release or spill of hazardous materials.	Less than significant	None required	Less than significant	Impact would remain less than significant. See Checklist Items 10.a,c-d. and g.
4.8-2	Increased risk of contamination from improper disposal of household hazardous wastes.	Less than significant	None required	Less than significant	Impact would remain less than significant. See Checklist Items 10.a,c-d.

TABLE 3-1

SUMMARY OF IMPACTS AND MITIGATION

Impact Number	Impact	Significance	Mitigation Measure	Residual Significance	Addressed in NRSP Phase II SEIR
4.8-3	Existing or unknown hazards related to past uses within or adjacent to the Plan Area.	Potentially significant	Mitigation Measure 4.8-1 (Remediate site hazards, if discovered)	Less than significant	Impact would remain less than significant with mitigation. See Checklist Item 10.d.
4.8-4	Potential effects of electromagnetic fields (EMFs).	Less than significant	None required	Less than significant	Not included in Checklist, but impact would remain less than significant.
4.8-5	Increased fire potential.	Potentially significant	Mitigation Measure 4.8-2(a) (Clear areas slated for construction activities of materials that could serve as fire fuel prior to initiating these activities); Mitigation Measure 4.8-2(b) (Require spark-generating construction equipment to be equipped with manufacturer's recommended spark arresters)	Less than significant	Impact would remain less than significant with mitigation. See Checklist Item 10.h.

TABLE 3-1

SUMMARY OF IMPACTS AND MITIGATION

Impact Number	Impact	Significance	Mitigation Measure	Residual Significance	Addressed in NRSP Phase II SEIR
10.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 area?[4]	N/A	N/A	N/A	No impact would occur due to project implementation. See Checklist Item 10.e.
10.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?[5]	N/A	N/A	N/A	No impact would occur due to project implementation. See Checklist Item 10.f.
4.9 Transportation and Circulation					
4.9-1	Increased traffic volumes on City of Roseville roadways.	Significant	Mitigation Measure 4.9-2 (Amend the transportation CIP to provide roadway improvements)	Less than significant	New Impact and Mitigation Measure (Mitigation Measure 1) identified for the intersection of Baseline and Fiddyment Roads. Impact would be less than significant with mitigation. See Checklist Item 7.a,e.

4 New item on the CEQA checklist that was not specifically addressed in the NRSP EIR.

5 Ibid.

TABLE 3-1

SUMMARY OF IMPACTS AND MITIGATION

Impact Number	Impact	Significance	Mitigation Measure	Residual Significance	Addressed in NRSP Phase II SEIR
4.9-2	Increased demand for transit service (both bus and light rail).	Significant	Mitigation Measure 4.9-1 (Update Long-Range Transit Master Plan)	Less than significant	Impact would remain less than significant with mitigation. See Checklist Item 7.f.
4.9-3	Increased demand for bicycle circulation facilities.	Less than significant	None required	Less than significant	Impact would remain less than significant. See Checklist Item 7.
4.9-4	Increased traffic volumes on Placer County roadways.	Less than significant	None required	Less than significant	Impact would remain less than significant. See Checklist Item 7.b-c.
4.9-5	Increased traffic volumes on City of Rocklin roadways.	Less than significant	None required	Less than significant	Impact would remain less than significant. See Checklist Item 7.a,e.
4.9-6	Increased traffic volumes on Sutter County roadways.	Less than significant	None required	Less than significant	Impact would remain less than significant. See Checklist Item 7.a,e.
4.10 Air Quality					
4.10-1	Short-term air pollutant emissions during construction.	Short-term significant	Implement Mitigation Measure 4.10-1(a)(Provide dust control), (b)(Properly maintain construction equipment)	Less than significant	Impact would remain less than significant with mitigation. See Checklist Item 6.a.

TABLE 3-1

SUMMARY OF IMPACTS AND MITIGATION

Impact Number	Impact	Significance	Mitigation Measure	Residual Significance	Addressed in NRSP Phase II SEIR
4.10-2	Project-related operational air pollutant emissions (ROG, NO_x, PM_{10}).	Significant	None identified	Significant	Impact would remain significant. See Checklist Item 6.a.
4.10-3	Increases of CO concentrations at intersections.	Less than significant	None required	Less than significant	Impact would remain less than significant. See Checklist Item 6.a.
4.10-4	Exposure of Plan Area residents to minor amounts of odors.	Less than significant	None required	Less than significant	Impact would remain less than significant with mitigation. See Checklist Item 6.d.
4.10-5	Inconsistency with Air Quality Attainment Plans.	Significant	None available	Significant	Impact would remain significant and unavoidable. See Checklist Item 6.e.
4.10-6	Exposure of residents to criteria air pollutants generated by nearby stationary sources.	Less than significant	None required	Less than significant	Impact would remain less than significant. See Checklist Item 6.a.
4.10-7	Exposure of residential areas to toxic air contaminants generated by stationary sources.	Less than significant	None required	Less than significant	Impact would remain less than significant. See Checklist Items 9.a, c-d. .
	4.11 Noise				
4.11-1	Temporary increases in noise levels due to earthmoving and general construction activities.	Significant	None available	Significant	Impact would remain significant. See Checklist Items 11.a-d.
4.11-2	Traffic noise level increases along roadways near off-site residential areas.	Less than significant	None required	Less than significant	Impact would remain less than significant. See Checklist Items 11.a-d.

TABLE 3-1

SUMMARY OF IMPACTS AND MITIGATION

Impact Number	Impact	Significance	Mitigation Measure	Residual Significance	Addressed in NRSP Phase II SEIR
4.11-3	Exposure of project receptors to transportation noise.	Significant	Mitigation Measure 4.11-1 (Provide appropriate noise attenuation e.g., barriers and/or setbacks, based on site-specific acoustical analyses)	Less than significant	Impact would remain less than significant with mitigation. See Checklist Items 11. a-d.
4.11-4	Exposure of project receptors to non-transportation-source noise.	Significant	Mitigation Measure 4.11-2 (Conduct noise analysis to specify sound wall design)	Less than significant	Impact would remain less than significant. See Checklist Items 11. a-d. No mitigation is required.
11.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, would the project expose people residing or working in the project area to excessive noise levels?[6]	N/A	N/A	N/A	No impact would occur due to project implementation. See Checklist Item 11.e.
11.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?[7]	N/A	N/A	N/A	No impact would occur due to project implementation. See Checklist Item 11.f.

6 New item on the CEQA checklist that was not specifically addressed in the NRSP EIR.

7 Ibid.

TABLE 3-1

SUMMARY OF IMPACTS AND MITIGATION

Impact Number	Impact	Significance	Mitigation Measure	Residual Significance	Addressed in NRSP Phase II SEIR
4.12 Public Services and Utilities					
4.12-1	Increased demand for domestic water.	Less than significant	None required	Less than significant	Impact would remain less than significant. See Checklist Item 12.d.
4.12-2	Increased demand for domestic water conveyance	Less than significant	None required	Less than significant	Impact would remain less than significant. See Checklist Item 12.d.
4.12-3	Decreased water supply during drought periods.	Less than significant	None required	Less than significant	Impact would remain less than significant. See Checklist Item 13.d.
4.12-4	Increased demand for domestic water treatment.	Significant	Mitigation Measure 4.12-1 (Restrict development until water treatment capacity increases)	Less than significant	Impact would remain less than significant with mitigation. See Checklist Item 13.b.
4.12-5	Increased demand on water distribution system.	Less than significant	None required	Less than significant	Impact would remain less than significant. See Checklist Item 13.b.
4.12-6	Residual discharges to Dry Creek.	Less than significant	None required	Less than significant	Impact would remain less than significant. See Checklist Item 13.a.
4.12-7	Reduced demand on potable water.	Less than significant	None required	Less than significant	Impact would remain less than significant. See Checklist Item 13.b.
4.12-8	Increased use of reclaimed water.	Less than significant	None required	Less than significant	Impact would remain less than significant. See Checklist Item 13.b.

TABLE 3-1

SUMMARY OF IMPACTS AND MITIGATION

Impact Number	Impact	Significance	Mitigation Measure	Residual Significance	Addressed in NRSP Phase II SEIR
4.12-9	Increased demand on wastewater collection system.	Less than significant	None required	Less than significant	Impact would remain less than significant. See Checklist Items 13.a,e.
4.12-10	Increased demand on wastewater treatment system.	Less than significant	None required	Less than significant	Impact would remain less than significant. See Checklist Items 13.a,e.
4.12-11	Increased demand for police protection services.	Significant	Mitigation Measure 4.12-2 (Increase number of police officers in beat area)	Less than significant	Impact would remain less than significant with mitigation. See Checklist Item 12.b.
4.12-12	Failure to meet RFD response standards.	Significant	Mitigation Measure 4.12-3 (Construct new fire station.)	Less than significant	Impact would remain less than significant with mitigation. See Checklist Item 12.a.
4.12-13	Increased solid waste generation.	Less than significant	None required	Less than significant	Impact would remain less than significant. See Checklist Item 12.f.
4.12-14	Increased demand for electrical supply.	Less than significant	None required	Less than significant	Impact would remain less than significant. See Checklist Item 12.c.
4.12-15	Increased demand for natural gas.	Less than significant	None required	Less than significant	Impact would remain less than significant. See Checklist Item 12.c.
4.12-16	Increased demand for school services in the Roseville Joint Union High School District.	Less than significant	None required	Less than significant	Impact would remain less than significant. See Checklist Item 12.c.

TABLE 3-1

SUMMARY OF IMPACTS AND MITIGATION

Impact Number	Impact	Significance	Mitigation Measure	Residual Significance	Addressed in NRSP Phase II SEIR
4.12-17	Increased demand for elementary school services.	Less than significant	None required	Less than significant	Impact would remain less than significant. See Checklist Item 12.c.
4.12-18	Increased demand for library services.	Significant	4.12-4 (Contribute to library funding)	Less than significant	Impact would remain less than significant. See Checklist Item 12.e.
4.12-19	Increased demand for park facilities.	Less than significant	None required	Less than significant	Impact would remain less than significant. See Checklist Items 12.d., 16a-b.
4.12-20	Increased demand for cable television and telephone services.	Less than significant	None required	Less than significant	Impact would remain less than significant. See Checklist Item 12.e.

4. INITIAL STUDY CHECKLIST

4.0 *INITIAL STUDY CHECKLIST*

4.1 BACKGROUND

Project Title:	North Roseville Specific Plan Phase II
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:	Chris Robles, Senior Planner City of Roseville Planning Department 316 Vernon Street, Ste. 104 Roseville, CA 95678 (916) 774-5276
Project Sponsor's name and address:	SAMMIS Roseville Associates 1425 River Park Drive, Ste. 530 Sacramento, CA 95815 Mourier Land Investment Corp 1830 Vernon Street, Ste. 9 Roseville, CA 95678

4.2. ENVIRONMENTAL CHECKLIST

Introduction

The following Checklist contains 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, but was not identified in the NRSP EIR, or for which NRSP EIR mitigation measures are not sufficient.

Impact for which the NRSP EIR is Sufficient: Impacts that would be reduced to a less-than-significant level by mitigation measures contained in the NRSP EIR. Overridden impacts are also included in this category. These are impacts that were determined to be significant and unmitigable in the NRSP EIR, but were overridden by the Roseville City Council.

New Less-Than-Significant Impact: Any impact that is expected to occur with implementation of the project, but at a less-than-significant level under CEQA relative to existing standards.

No Impact: The proposed project would not have any impact.

As discussed on page 1-3, a new impact could occur as a result of (1) changes to the project, (2) a change in the circumstances in which the project would occur, or (3) as a result of new information. This checklist identifies all such new impacts, and determines whether they would be potentially significant or less than significant.

For each item in the checklist, the discussion indicates where the item was addressed in the NRSP EIR, or explains why it was not addressed previously (e.g., items that have only recently been added to the checklist).

Issues		Potentially Significant Impact	Impact for which the NRSP EIR is sufficient	New Less-Than-Significant Impact	No Impact
1.	**LAND USE AND PLANNING.** *Would the proposal:*				
	a. Physically divide an established community?	☐	■	☐	☐
	b. Conflict with any applicable land use plans, policies, or regulations 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?	☐	■	☐	☐
	c. Conflict with any applicable habitat conservation plan or natural communities conservation plan?	☐	☐	■	☐

Discussion

Land use and planning issues are discussed in Section 4.1, Land Use, on pages 4.1-1 through 4.1-25 of the NRSP EIR.

a. *This issue was not addressed in the NRSP EIR because it was determined to be a less-than-significant impact in the Initial Study prepared for the Notice of Preparation (See Appendix A in the NRSP EIR).*

As discussed in the Initial Study prepared for the NRSP EIR (see Appendix A in the NRSP EIR), Phase II of the Plan Area is currently undeveloped and does not contain an established community, so 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 prior NRSP or the proposed project.

b. *See NRSP EIR Impacts 4.1-3, 4.1-4, 4.1-7, 4.1-8, 4.1-10, 4.1-11 in Section 4.1, Land Use.*

As discussed under Impacts 4.1-3, 4.1-4, 4.1-7, 4.1-8, and 4.1-10 in the Land Use section of the NRSP EIR, no incompatibilities or inconsistencies were identified after review of applicable plans with jurisdiction over the Plan Area, including the City of Roseville General Plan. The proposed land use plan for Phase II are consistent with the City's designations used in the General Plan and/or zoning ordinance. The land use changes identified in Table 2-1 would not conflict with any land use plans or regulations of an agency with jurisdiction over the Plan Area, and the impact would remain less than significant as identified in the NRSP EIR.

The NRSP EIR analyzed potential incompatibilities between the NRSP land uses and surrounding uses of primary concern were agricultural land in Placer County, the Western Regional Sanitary Landfill to the north, and the industrial uses designated in the Sunset Community Plan. No significant incompatibilities were identified. As discussed in Impact 4.1-4(B) of the NRSP EIR, most of the adjacent agricultural uses are low intensity, such as grazing. Like the project analyzed in the NRSP EIR, the proposed project includes buffers in excess of those required by the Placer County General Plan, and potential incompatibilities with agricultural uses would be less than significant.

As discussed in the NRSP EIR (Impact 4.1-9(B)), Neighborhood C is located beyond the one-mile boundary of the Western Regional Sanitary Landfill, which is consistent with Placer County's policy to maintain a one-mile buffer. Because the proposed project would not extend the Plan Area boundaries, the impact would remain unchanged and would remain less than significant, as identified in the NRSP EIR.

Phase II is adjacent to the Sunset Industrial Area Plan, but to a portion that has been retained as an Agriculture land use designation; therefore no impact would occur (NRSP EIR Impact 4.1-6(B)).

As discussed in the NRSP EIR (Impact 4.1-7(B) and 4.1-8(B)), the proposed school site would be located far enough away from the existing 230 kV lines and the electrical receiving station so as not to result in any safety impacts. As discussed in Impact 4.1-8(B), a 50-foot wide buffer would be provided along the east and south sides of the electrical receiving station. The same buffers are provided for residential property that abuts the 230 kV powerline corridor under the proposed project. The impact would remain less than significant, as identified in the NRSP EIR. No internal or external incompatibilities were identified between the proposed changes in land use for Neighborhood D, which includes additional land designated for public/quasi- public uses and assisted care living, and surrounding land uses. The proposed project would not change the compatibility issues between public and institutional land uses and residential uses; therefore, the impact would remain less than significant as identified in as the NRSP EIR.

c. *This is a new item on the Checklist (per the October 1998 CEQA Guideline Revisions); therefore, this issue was not addressed in the NRSP EIR.*

No habitat conservation plans or natural communities conservation plans have been adopted on or near the Plan Area. Therefore, no adverse impact would occur from implementation of the proposed project.

Issues	Potentially Significant Impact	Impact for which the NRSP EIR is Sufficient	New Less-Than-Significant Impact	No Impact
2. AGRICULTURAL RESOURCES: *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 prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:*				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural use? (The Farmland Mapping and Monitoring Program in the California Resources Agency, Department of Conservation, maintains detailed maps of these and other categories of farmland).	☐	■	☐	☐
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	■	☐	☐
c. Involve other changes in the existing environment which, due to their location or nature, could individually or cumulatively result in loss of Farmland, to non-agricultural use?	☐	■	☐	☐

Discussion

Agriculture resource issues are discussed in Section 4.1, Land Use, on pages 4.1-1 through 4.1- 25 of the NRSP EIR.

a. *See NRSP EIR Impact 4.1-2 in Section 4.1, Land Use.*

As discussed in the NRSP EIR on page 4.1-8 and depicted on Figure 4.1-9 on page 4.1-9, the entire area that encompasses Neighborhood D and the central portion of Neighborhood C is designated Farmland of Local Importance by the California Department of Conservation, with the remaining area of Neighborhood C designated grazing land. Because the Plan Area 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, as with the project analyzed in the NRSP EIR, remain a less-than-significant impact.

b. *This issue was not addressed in the NRSP EIR because no land on the project site is restricted under a Williamson Land Act contract.*

None of the Plan Area is restricted to agricultural uses under a Williamson Land Act contract, as stated on page 4.1-8 of the NRSP EIR. The current zoning for the site is Urban Reserve. No portion of the site is zoned for agricultural uses. Therefore, there would be no impact on areas either zoned for agricultural use or under a Williamson Act contract.

c. *See NRSP Impacts 4.1-2 and 4.1-4, in Section 4.1, Land Use. The cumulative loss of farmland is discussed on page 5-5 of the NRSP EIR.*

The Plan Area is located adjacent to lands designated for agricultural uses, as discussed under Impact 4.1-4 of the NRSP EIR. A pistachio orchard is located immediately west of Neighborhood C and grazing land is located to the north of Neighborhood C. The community of Del Webb is located south of Neighborhood C and to the north of Neighborhood D. Land designated for agricultural use is located to the west of Neighborhood D and land designated for urban uses is located to the south and east. Development of this phase of the NRSP would urbanize an area in close proximity to undeveloped areas still used primarily for agriculture. As discussed in the NRSP EIR on page 4.1-17, the majority of existing agricultural activity on land to the north and west of the Plan Area is limited to low-intensity seasonal grazing. However, residential or commercial development adjacent to agricultural land can result in complaints about the noise, dust, and smells for these uses. To accommodate these concerns the proposed project, like the project analyzed in the NRSP EIR, proposes open space buffers between future residential areas and existing agricultural uses. Placer County currently requires a 50-foot buffer be maintained adjacent to land designated for agricultural uses. Along the northern and western boundaries of Neighborhood C a 50-foot buffer would be maintained through building setbacks, roadways, and landscape corridors. A buffer would also be provided by the oak woodlands to be preserved along the southern boundary. In Neighborhood D, the expansion of Fiddyment Road would provide a 76-foot buffer not including the landscape corridor.

The proposed project would extend infrastructure in a similar manner, and would provide levels of development similar to the project analyzed in the NRSP EIR. As discussed on page 5-23 of the NRSP EIR, this development could increase pressure on adjacent areas. If this occurred, agriculture in the surrounding area would be converted to urban uses. Conversely, the proposed project, as with the project analyzed in the NRSP EIR, could reduce pressure to develop urban uses in the County by providing additional residential capacity within the City, which would absorb housing demand in South Placer County.

As discussed on page 5-5 of the NRSP EIR, undeveloped areas slated for development in the City do not contain prime or unique farmland, or farmland of statewide importance. Therefore, the cumulative loss of farm land would remain less than significant and additional mitigation would not be required.

Issues	Potentially Significant Impact	Impact for which the NRSP EIR is Sufficient	New Less-Than-Significant Impact	No Impact
3. POPULATION AND HOUSING. *Would the proposal:*				
a. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	■	☐	☐
b. Induce substantial growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?	☐	■	☐	☐
c. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	■	☐	☐

Discussion

Population and Housing is discussed in Section 4.2, Population, Employment and Housing on pages 4.2-1 through 4.2-17 of the NRSP EIR.

a,c. *These issues were not specifically addressed in the NRSP EIR because the Initial Study prepared for the Notice of Preparation determined these issues would result in no impact (see Appendix A of the NRSP EIR).*

See NRSP EIR Impacts 4.2-1,4.2-2,4.2-3, and 4.2-4 in Section 4.2, Population Employment and Housing.

As stated in the Initial Study prepared for the NRSP EIR (see Appendix A in the NRSP EIR), the Plan Area 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.

b. *See NRSP EIR Section 5.3, Growth Inducing Impacts on page 5-22.*

Growth-inducing impacts of the NRSP were discussed in the NRSP EIR (pages 5-22 through 5-23). Implementation of the NRSP would directly affect growth in the Roseville area by providing for the construction of 5,049 dwelling units approved under the NRSP EIR and constructing new infrastructure to accommodate this growth. The proposed project would also provide for a substantial increase in housing, although 109 fewer units than anticipated in the NRSP EIR. As stated on page 5-23 of the NRSP EIR, adoption of the NRSP could increase pressure to develop adjacent areas within and around the City

of Roseville, since this project absorbs some of the last available urban reserves left in the western portion of the City. Conversely, by providing additional residential capacity within the City through the rezoning of light industrial and urban reserve to residential, the proposed project would capture housing demand that otherwise could spur additional development outside of the City. Therefore, the impact would remain less than significant as identified in the NRSP EIR.

Issues	Potentially Significant Impact	Impact for which the NRSP EIR is Sufficient	New Less-Than-Significant Impact	No Impact
4. GEOLOGY. *Would the proposal result in or expose people to potential impacts involving:*				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Fault 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 based on other substantial evidence of a known fault?	☐	■	☐	☐
ii. Strong ground shaking?	☐	■	☐	☐
iii. Seismic-related ground failure, including liquefaction?	☐	■	☐	☐
iv. Inundation by seiche, tsunami, or mudflow?	☐	■	☐	☐
v. Landslides?	☐	■	☐	☐
vi. Flooding, including flooding as a result of the failure of a levee or dam?	☐	■	☐	☐
vii. Wildland fires, including where wildlands are adjacent to urbanized areas and where residences are intermixed with wildlands?	☐	■	☐	☐
b. Substantial soil erosion, or the loss of topsoil?	☐	■	☐	☐
c. Is the project located on strata 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?	☐	■	☐	☐
d. Expansive soils?	☐	■	☐	☐
e. Unique geologic or physical features?	☐	■	☐	☐
f. Where sewers are not available for the disposal of wastewater, is the soil capable of supporting the use of septic tanks or alternative wastewater disposal systems?	☐	☐	■	☐

Discussion

Geology issues are discussed in Section 4.3, Soils, Geology and Seismicity on pages 4.3-1 through 4.3- 21 of the NRSP EIR and issues associated with fire hazards are discussed in Section 4.8, Hazardous Materials and Public Safety on pages 4.8-1 through 4.8-21.

ai-iii. *These issues were not addressed in the NRSP EIR because they were determined to be less-than-significant impacts in the Initial Study prepared for the Notice of Preparation (see Appendix A in the NRSP EIR).*

As stated in the Initial Study prepared for the NRSP EIR (see Appendix A in the NRSP EIR), no known geologic faults exist on the Plan Area. Placer County is classified as a low severity earthquake zone and no active faults are known to exist within the county. The Plan Area is not located within an Alquist-Priolo Special Studies Zone. As stated in the NRSP EIR, regular monitoring and enforcement of Uniform Building Codes (UBC) regarding seismic safety would ensure that new development and construction would 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 are not significant. Hazards associated with liquefaction occurring are considered low because of the composition of soils on the Plan Area which include Cometa-Fiddyment Loam, Xerorthents, and Fiddyment-Kaseberg Loam. For these reasons, potential impacts associated with fault rupture, strong groundshaking, seismic-related ground failure, including liquefaction is considered less than significant under either the proposed project or the project analyzed in the NRSP EIR.

iv. *This issue was not addressed in the NRSP EIR because it was determined to be less-than-significant impact in the Initial Study prepared for the Notice of Preparation (see Appendix A of the NRSP EIR).*

As stated in the Initial Study for the NRSP EIR, the Plan Area 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 Plan Area is not located near a volcano and no volcanic activity has been identified either on or near the Plan Area. Therefore, no impact would occur.

v. *See NRSP EIR Impact 4.3-3 in Section 4.3, Soils, Geology and Seismicity.*

As discussed under Impact 4.3-3 of the NRSP EIR, due to the topography of the Plan Area, landslides and slope instability are not known to be problems in this area. There are no areas of known slope instability identified in Neighborhood D; however, there are some steep, incised channels along Pleasant Grove Creek and the South Branch of Pleasant Grove Creek, which bisect Neighborhood C. However, because the slope instability is considered low and these areas would not be developed, it is not anticipated that landslides would occur as a result of project construction and operation. Further, 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 geo-technical study and an erosion and sedimentation control plan as well as comply with any requirements set forth by the State Water Quality Control Board. Compliance with these requirements would minimize the risk associated with landslides; therefore, the impact is unchanged from the NRSP EIR and is considered less than significant.

vi. *See NRSP EIR Impacts 4.4-1 and 4.4-3 in Section 4.4, Hydrology and Water Quality.*

In the Roseville area, flooding is primarily associated with stormwater runoff exceeding the capacity of stream channels and drainage facilities (please see impact 4.4-1 of the NRSP EIR). No potential 100-year flood inundation areas have been identified in Neighborhood D; however, the portion of Pleasant Grove Creek that bisects Neighborhood C is located within the 100-year floodplain. Proposed development within Neighborhood C includes residential, parks and open space. The City of Roseville General Plan Policy SB-5 restricts land uses and development within the 100-year floodplain to prevent exacerbating flood conditions and to limit exposure of residents and structures to potential harm and/or damage. The General Plan also includes specific Development Regulations which allow development within a designated future floodway or floodway fringe on a case-by-case basis if it can be demonstrated that development would be limited to the floodway fringe and would not result in any increase in off-site water elevation. The NRSP EIR identified compliance with General Plan policies and Mitigation Measure 4.4-1 to reduce impacts associated with increased flood risks.

Mitigation Measure 4.4-1

Design and site structure and amenities within park and open space designations to prevent flood flow obstruction, and demonstrate no increase in off-site water surface elevation due to such features.

Structures and amenities associated with anticipated uses within areas of the Parks and Open Space land use designations that are included in the 100-year floodplain shall be designed and sited to ensure that such features do not obstruct flood flows, do not create a public safety hazard, or result in any increase in off-site water surface elevations. Recreational amenities such as picnic tables and backstops shall be designed, placed, and securely fastened to allow for water to easily flow through or around them and so that they do not become dislodged during flood events. Fences, if any, shall be sized, placed, and securely anchored to minimize the potential for floodwaters to flow towards unprotected areas or areas not within the floodplain. Permanent features such as restroom facilities shall be constructed in accordance with applicable requirements and situated where they will not exacerbate flooding.

Compliance with Mitigation Measure 4.4-1 from the NRSP EIR would ensure that the proposed project would not result in any impacts due to flooding other than those identified in the NRSP EIR. The analysis in the prior EIR adequately addressed this impact, which would remain less than significant and no further mitigation is required.

vii. *This issue was not addressed in the NRSP EIR because it was determined to be less-than-significant impact in the Initial Study prepared for the Notice of Preparation (see Appendix A of the NRSP EIR).*

As discussed earlier, the Plan Area is currently undeveloped grasslands. The Initial Study prepared for the NRSP EIR (see Appendix A in the NRSP EIR) found that implementation of the NRSP would result in a decrease in available flammable brush, which would be replaced by homes and other structures, roads and irrigated landscaped areas. Like the project analyzed in the NRSP EIR, the proposed project would include irrigated landscaping which would decrease the wildland fire hazard in this area. Lands adjacent to the Plan Area are either actively farmed agricultural land, grazing land, or developed areas. Because development would be buffered from adjacent grazing land by irrigated landscaping, roads, tilled fire breaks, and building setbacks, it is anticipated that the potential for wildland fires would be a less-than-significant impact. As determined in the Initial Study prepared for the NRSP EIR, the Initial Study adequately addressed this impact, which would remain less than significant.

b. *See NRSP EIR Impacts 4.3-2 and 4.3-3 in Section 4.3, Soils, Geology and Seismicity.*

The topography of the Plan Area is characterized by gently rolling grasslands with some steep banks along various stretches of stream channels. Grading activities could cause soil erosion to occur; however, due to the existing topography of the site substantial soil erosion is not expected. It is not anticipated that any topsoil would be exported off the Plan Area resulting in a loss of topsoil. Any grading activities would be required to comply with the results of a site specific geotechnical evaluation and the City's Improvement Standards, which require the applicant to submit a site-specific erosion and sedimentation control plan. In addition, the NRSP EIR identified compliance with required city regulations and Mitigation Measure 4.3-1 to reduce impacts associated with soil erosion.

Mitigation Measure 4.3-1

Comply with site-specific geotechnical evaluation.

As stated on page 4.3-19 of the NRSP EIR, 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 Plan Area.

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 Proposed Plan Area. Such an investigation would address specific areas of the Proposed Plan Area 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. All proposed 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. Slopes (banks) along the creek channels shall be designed with proper slope protection to prevent soil erosion and channel-bank undercutting.

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.

Compliance with Mitigation Measure 4.3-1 from the NRSP EIR would ensure that the proposed project would not result in any impacts due to erosion other than those identified in the NRSP EIR. The analysis in the prior EIR adequately addressed this impact which would remain less than significant and no further mitigation is required.

c-d. *See NRSP EIR Impacts 4.3-1 and 4.3-2 in Section 4.3, Soils, Geology and Seismicity.*

Please see responses to Items i-iii, above. Based on information from the U.S. Soil Conservation Service, the soil conditions on the Plan Area do not appear to pose any constraints to future development of residential and commercial uses (please see the discussion on pages 4.3-16 and 4.3-18 of the NRSP DEIR). However, some of the soils are characterized as having a high shrink-swell potential. The geotechnical evaluation to be prepared by the applicant (per Mitigation Measure 4.3-1) would include specific

recommendations for addressing issues associated with soil constrained by a high shrink-swell potential. Therefore, any impacts associated with unstable soil conditions would be reduced to a less-than-significant level. The analysis in the prior EIR adequately addressed this impact, and no additional mitigation is required.

e. *This issue was not addressed in the NRSP EIR because it was determined that no impact would occur due to project implementation in the Initial Study prepared for the Notice of Preparation (see Appendix A in the NRSP EIR).*

The Initial Study prepared for the NRSP EIR (see Appendix A in the NRSP EIR) did not identify the presence of any unique geologic or physical features on the Plan Area. Therefore, no impact would result from project implementation.

f. *This is a new item on the checklist (per the October 1998 CEQA Guidelines Revisions); therefore, this issue was not addressed in the NRSP EIR.*

The entire project would be connected to the City's existing sewer system. No individual septic tanks would be used for wastewater removal. The soils on the Plan Area have been determined not to present any constraints to future development including infrastructure development that cannot be addressed through adherence to standard engineering practices. Therefore, there would be no impact associated with soil stability as it relates to infrastructure development.

Issues		Potentially Significant Impact	Impact for which the NRSP EIR is Sufficient	New Less-Than-Significant Impact	No Impact
5.	**HYDROLOGY AND WATER QUALITY** *Would the proposal:*				
	a. Violate Regional Water Quality Control Board water quality standards or waste discharge requirements?	☐	■	☐	☐
	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)?	☐	■	☐	☐
	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?	☐	■	☐	☐
	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?	☐	■	☐	☐
	e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems to control?	☐	■	☐	☐
	f. Place housing within a 100-year floodplain, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	■	☐	☐
	g. Place within a 100-year floodplain structures which would impede or redirect flood flows?	☐	■	☐	☐

Discussion

Hydrology and water quality issues are discussed in Section 4.4, Hydrology and Water Quality in the NRSP EIR on pages 4.4-1 through 4.4-30.

a. *See NRSP EIR Impacts 4.4-6 and 4.4-7, in Section 4.4, Hydrology and Water Quality and Impact 4.12-10 in Section 4.12, Public Services and Utilities.*

As discussed under Impact 4.4-6 on page 4.4-22 of the NRSP EIR, because construction activities associated with project development entail disturbing more than five acres, 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 NRSP EIR identified compliance with the State General Construction Activity Stormwater Permit and City standards as adequate measures to reduce construction-related impacts on water quality to a less-than-significant level. The analysis in the prior EIR adequately addressed this impact. No additional mitigation is required.

During project operation, stormwater runoff from residential and commercial areas, could move 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 will 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. Therefore, it is not anticipated that either project construction or operation would violate any Regional Water Quality Control Board standards, and the impact on water quality would be considered less than significant. The analysis in the prior EIR adequately addressed this impact. No additional mitigation is required.

As discussed earlier, all new development proposed under Phase II would connect to the City's existing wastewater conveyance and treatment system. Existing sewer force mains are located along the eastern boundary of the Plan Area and would be used during the interim while a future pumping station is to be constructed within the Plan Area. An existing sewer gravity line is located along the northeastern boundary of Neighborhood D. This gravity line would be used on a short-term basis until a new pump station is constructed. As discussed in the NRSP EIR under Impact 4.12-10, the City's wastewater

treatment plant is able to handle the increase in flows associated with the project; therefore, it is not anticipated that any waste discharge requirements would be violated. This is considered a less-than-significant impact. The analysis in the NRSP EIR adequately addressed this impact. No additional mitigation is required.

b. *See NRSP EIR Impact 4.4-5 in Section 4.4, Hydrology and Water Quality.*

As discussed under Impact 4.4-5 on page 4.4-21 of the NRSP EIR, groundwater recharge within the Plan Area occurs primarily along stream channels, including Pleasant Grove Creek in Neighborhood C and Curry Creek in Neighborhood D. A majority of the soil types found on the Plan Area are considered somewhat impermeable and not conducive to percolation of rainwater. Soils that are impermeable or underlain by hardpan limit infiltration of rainwater. In Neighborhood C, the area along Pleasant Grove Creek has been designated as open space to limit the development of impervious surface area to facilitate the recharge potential. Within Neighborhood D, the presence of parks and undeveloped open space would help to facilitate recharge potential. Individual water services to the Plan Area would be provided through the City's water supply system. Water would not be supplied through on-site wells. As stated in the NRSP EIR, recharge would still occur, primarily along stream channels but at different locations than under existing conditions. Because recharge would still occur and wells would not be used for regular water use, the proposed project would result in a less-than-significant impact on groundwater recharge potential. The analysis in the prior EIR adequately addressed this impact. No additional mitigation is required.

c-e. *See NRSP EIR Impacts 4.4-2, 4.4-3, and 4.4-4 in Section 4.4, Hydrology and Water Quality.*

The site would be graded during the construction of roadways, building pads, and other facilities. Grading activities could cause localized alteration of drainage patterns to occur. However, all grading activities prior to project construction would be required to comply with the City's grading and erosion control requirements. Compliance with these requirements would ensure that any alteration of drainage patterns would be minor.

Development proposed under Phase II of the NRSP would create approximately 30 percent of impervious surface coverage in Neighborhood C and approximately 38 percent in Neighborhood D. No detention basins would be required to control peak flow rates in Neighborhood C, as determined during hydrological modeling that was completed during preparation of the NRSP EIR. However, two on-site detention basins are planned for Neighborhood D in order to detain post-development flows to meet pre-development levels, per the City's General Plan Policy SB-6.

Since preparation of the NRSP EIR the size and location of the two detention basins has been determined. One detention basin is proposed in the western portion of the proposed Woodcreek West park site adjacent to the Curry Creek tributary in Neighborhood D. This detention basin would be approximately six acres in size and would accommodate between 12 -13 acre-feet of water. The second detention basin is proposed adjacent to

Baseline Road in an area designated for open space. This basin would be approximately three acres in size and would accommodate between 4-5 acre-feet of water. These basins will ensure that off-site peak flows are not exacerbated by the proposed project. No additional mitigation would be required.

As discussed in Impact 4.4-3(B) of the NRSP EIR, increased runoff will also increase downstream flood volumes. 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. Theses increases would inundate several hundred additional acres in Sutter County during a major flood.[1] The proposed project would contribute only a small portion of these increases in flood elevation. Nonetheless, because slightly more development would occur under the proposed project than was addressed in the NRSP EIR, and additional streams and tributaries could be affected (e.g., Curry Creek, Dry Creek Watershed), potential effects related increased on-site and off-site flood elevations would be potentially significant. Development of Neighborhood C was assumed in the planning for the City's regional detention facility; however, Neighborhood D was not. If the regional detention facility was not adequate to accommodate project flows, downstream flooding could be exacerbated. The NRSP EIR included Mitigation Measure 4.4-2 to ensure that the project contribution to increases in flood volumes would be less than significant.

> *Mitigation Measure 4.4-2: Ensure that regional retention facilities are adequate to contain runoff volumes.*
>
> Prior to development of the Woodcreek West, the Applicant shall demonstrate, through the preparation of technical engineering studies, that increased storm runoff from the Plan Area will not exceed the capacity of the planned regional stormwater retention facility. The results of the study shall be submitted to the City of Roseville Public Works Department for review and concurrence.

The Applicants must contribute toward a regional flood control strategy. Mitigation Measure 4.4-2 requires that the Applicant demonstrate that the City's regional facility is adequate, or can be redesigned to be adequate, to accommodate the net increase in runoff generated by the proposed project, particularly Neighborhood D. Neighborhood D has been designed to accommodate the net increase in runoff generated by the project, this design includes two detention basins that would detain storm flows to predevelopment levels or less. In addition to the on-site detention provided in Neighborhood D, the proposed project would be subject to payment of drainage impact fees to be used to construct a regional retention facility. The design of Neighborhood D, along with the payment of drainage impact fees would reduce the project's contribution to flooding to a less-than-significant level. Therefore, the NRSP EIR analysis is adequate and no additional mitigation is required.

The NRSP EIR did find that the cumulative effect on regional flooding would be significant and unavoidable (see page 5-8). The proposed project would not increase flood flows or volume beyond the levels assumed in the NRSP EIR. Therefore, the cumulative analysis adequately addresses the proposed project, and no additional mitigation is required.

It is not anticipated that existing drainage patterns would be adversely affected resulting in flooding either on or off the site and construction of the detention basins and compliance with applicable General Plan policies, as stated in the NRSP EIR would reduce the impact to less-than-significant level. The analysis in the prior EIR adequately addressed this impact, and no mitigation is necessary.

f-g. *See NRSP EIR Impact 4.4-1 in Section 4.4, Hydrology and Water Quality.*

No structures or housing are proposed to be constructed within an area designated as a 100-year floodplain (please see Figure 4.4-2 on page 4.4-5 of the NRSP EIR which shows the 100-year floodplain). Further, the NRSP EIR identified that new development would be required to comply with General Plan Policy SB-5, which limits where development can occur and Mitigation Measure 4.4-1 to reduce flood-related impacts.

Mitigation Measure 4.4-1

Design and site structures and amenities within park and open space designations to prevent flood flow obstructions, and demonstrate no increase in off-site water surface elevation due to such features.

Structures and amenities associated with anticipated uses within areas of the Parks and Open Space land use designations that are included in the 100-year floodplain shall be designed and sited to ensure that such features do not obstruct flood flows, do not create a public safety hazard, or result in any increase in off-site water surface elevations. Recreational amenities such as picnic tables and backstops shall be designed, placed, and securely fastened to allow for water to easily flow through or around them and so that they do not become dislodged during flood events. Fences, if any, shall be sized, placed, and securely anchored to minimize the potential for floodwaters to flow towards unprotected areas or areas not within the floodplain. Permanent features such as restroom facilities shall be constructed in accordance with applicable requirements and situated where they will not exacerbate flooding.

Compliance with Mitigation Measure 4.4-1 from the NRSP EIR would ensure that the proposed project would not result in any flood-related impacts other than those identified in the NRSP EIR. The prior EIR adequately addressed this impact which would remain less than significant and no further mitigation is required.

Issues		Potentially Significant Impact	Impact for which the NRSP EIR is Sufficient	New Less-Than-Significant Impact	No Impact
6.	**AIR QUALITY.** *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: Would the proposal:*				
	a. Violate any stationary source air quality standard or contribute to an existing or projected air quality violation?	☐	■	☐	☐
	b. Expose sensitive receptors to substantial pollutant concentrations?	☐	■	☐	☐
	c. Create or contribute to a non-stationary source "hot spot" (primarily carbon monoxide)?	☐	■	☐	☐
	d. Create objectionable odors affecting a substantial number of people?	☐	■	☐	☐
	e. Conflict with or obstruct implementation of the applicable Air Quality Attainment Plan or Congestion Management Plan?	☐	■	☐	☐
	f. Result in a 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)?	☐	■	☐	☐

Discussion

Air quality issues are discussed in Section 4.10, Air Quality in the NRSP EIR on pages 4.10-1 through 4.10-23.

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.

a. *See NRSP EIR Impacts 4.10-1, 4.10-2, and 4.10-3 in Section 4.10, Air Quality.*

As stated under Impact 4.10-1 on page 4.10-19 of the NRSP EIR, implementation of Phase II would generate grading-related emissions. The proposed project would result in a similar amount of grading, because the acreage to be developed would be very similar.

The NRSP EIR found that unmitigated short-term air pollutant emissions during project construction would be significant for Phase II. Phase II is located in proximity to existing development; therefore, existing receptors could be exposed to temporary localized increases in pollutant concentrations as a result of construction activities. Potentially vulnerable off-site residences include those south and east of Neighborhood D and south of Neighborhood C, as well as residents located near the southern edge of the Del Webb Sun City Roseville development north of Neighborhood D. The Phase I neighborhoods could also have a large number of occupants by the time construction of Phase II commenced, so additional on-site receptors near Neighborhood C would be exposed to these construction-related pollutant impacts. Because the acreage to be disturbed is similar, construction-related impacts of the proposed project would be similar to those identified in the NRSP EIR.

Like the project analyzed in the NRSP EIR, the proposed project would result in temporary localized increases in pollutant concentrations as a result of construction activities. In order to reduce construction-generated particulate matter (PM_{10}) emissions, the NRSP EIR identified Mitigation Measure 4.10-1(a) and (b) to reduce PM_{10} emissions during construction.

Mitigation Measure 4.10-1(a): *Provide dust controls.*

The developer shall include in construction contracts the following requirements or measures shown to be equally effective:

(I) The contractor shall water as indicated by City inspectors to keep all earth surfaces moist during clearing, grading, earthmoving and other site preparation activities.

(ii) The contractor shall sweep streets within and adjacent to the project as needed or as directed by City inspectors.

(iii) The contractor shall schedule clearing, grading and earthmoving activities during periods of low wind speeds, and restrict those construction activities during high wind conditions with wind speeds greater than 20 mph average during an hour.

(iv) The contractor shall minimize open burning of wood and vegetative waste materials from both construction and operation of the project. No open burning shall occur unless it can be demonstrated to the Placer County APCD that alternatives have been explored. These alternatives may include, but are not limited to, chipping, mulching and conversion to biomass fuel. For any open burning, an APCD permit must be obtained in conformance with APCD Regulation 3 (Open Burning), Rules 301-325.

Mitigation Measure 4.10-1(b): *Maintain construction equipment.*

Contractors shall maintain construction equipment per manufacturers' guidelines.

Compliance with Mitigation Measure 4.10-1(a) and (b) from the NRSP EIR would ensure that the proposed project would not result in any construction-related air quality impacts other than those previously identified in the NRSP EIR. Therefore, the analysis in the prior EIR adequately addressed this impact, and no further mitigation is required.

b. *See NRSP EIR Impacts 4.10-6 and 4.10-7 in Section 4.10, Air Quality.*

As stated on page 4.10-21 of the NRSP EIR under Impact 4.10-6, most of the existing and potential future stationary criteria air pollutant sources in the vicinity would affect Phase I, because of its proximity to light industrial uses. The increase in total exposure to pollutants from these sources under Phase II would be less than identified in the NRSP EIR due to the reduction of residential units in Neighborhood C, and the overall impact would remain less than significant.

Proposed changes to Neighborhood D within Phase II of the NRSP include changing the land use designation on some parcels designated low density residential to public/quasi-public designated for a church and parochial school; developing a park with a detention basin in an area previously designated for low density residential uses and changing land use designations from high density residential and park preserve to community commercial with a special area overlay. The church facility, parochial school and park facility would not include any stationary sources of air pollutants that would require permitting. Therefore, the analysis in the prior EIR identified this impact as less than significant, and no further mitigation is required.

c. *See NRSP EIR Impact 4.10-3 in Section 4.10, Air Quality.*

As stated on page 4.10-20 of the NRSP EIR, future project CO levels would remain below applicable State standards even when traffic generated by both Phase I and II is added to the roadway network. Relative to the 2010 Market No Project Scenario, 1-hour average CO levels are projected to increase by 0.7 to 2.0 ppm at two of the eight analyzed intersections, and to decrease by 0.1 to 0.7 at six of the analyzed intersections. The 8-hour average CO levels are projected to show a similar pattern, but variations in concentrations are about half as large as they are for the 1-hour averages. Projected decreases in CO levels most likely would result from the projected increase in carrying capacity of the roadway network in the project vicinity due to project-related roadway additions and expansions, perhaps combined with redistribution of cumulative motor vehicle trips on this expanded network.

The proposed project is estimated to generate approximately 17 percent more vehicle trips per day than the project analyzed in the NRSP EIR (24,214 trips compared to 28,480 trips). As discussed in Section 7, Transportation, this increase would not cause any additional intersections to operate at unacceptable service levels (after mitigation). Therefore, Phase II future CO levels would remain below applicable State standards even when changes have been made to the land use designations and circulation pattern of the project. Therefore, the impact on CO concentrations at intersections is considered to be less than significant and no mitigation is required.

d. *See NRSP EIR Impact 4.10-4 in Section 4.10, Air Quality*

As stated on page 4.10-21 of the NRSP EIR, the increase in total exposure to pollutants from adjacent stationary criteria air pollutant sources would be relatively minor, and the overall impact would remain less than significant.

The proposed project consists of amending the land use plan for Phase II included under the NRSP and analyzed in the NRSP EIR, while the Phase II site location remains the same. The residential mix would be similar to the project analyzed in the NRSP. Therefore, potential vulnerable off-site residences include those mentioned above. The proposed project would result in temporary localized odor noticeable by some people as a result as a result of construction activities. However, the increase in total odor exposure with the addition of Phase II would be relatively minor, so the analysis in the prior EIR, which identified this impact as less than significant, adequately addressed this impact, and no further mitigation is necessary.

e. *See NRSP EIR Impact 4.10-5 in Section 4.10, Air Quality.*

As stated on page 4.10-21 of the NRSP EIR, development of Phase I and II combined would result in greater trip generation (about 58,000 daily trips) and greater total emissions than would occur under site development consistent with land uses assumed in applicable Air Quality Attainment Plans. The land uses assumed under the 1991 Placer County Air Quality Attainment Plan and the 1994 Sacramento Area Regional Ozone Attainment Plan for Phase II include urban reserve. The proposed project's trip generation is estimated to generate approximately 28,480 vehicle trips per day (please see Section 7. Transportation for an explanation of the basis for these assumptions), which would be slightly greater than that previously identified in the NRSP EIR. The daily vehicle trips would increase by approximately 4,266 vehicle trips. Therefore, development proposed for Phase II would remain inconsistent with the emissions projections and basic goals of applicable air quality plans, which the NRSP EIR determined was a significant impact. Any increase associated with the proposed project which does not meet the applicable air quality plans would be considered a substantive increase. As identified in the NRSP EIR this impact would remain significant and unavoidable and the incremental increase in emissions would also be considered significant and unavoidable.

f. *See NRSP EIR Impact 4.10-2 in Section 4.10, Air Quality.*

As stated on page 4.10-20 of the NRSP EIR, the addition of Phase II, in combination with Phase I, would generate operational emissions approximately double those that would occur under Phase I alone. Since such emissions under Phase I alone were determined to be significant, those under Phases I and II would also be significant based upon the same analysis year. In fact, Phase II buildout could occur several years after Phase I is substantially built and occupied, and by that time average emission factors for the on-road motor vehicle fleet may have decreased substantially. However, operational emissions may still exceed significance criteria even for this more distant future scenario.

The City has a Transportation System Management Ordinance which includes requirements intended to reduce mobile-source emissions. The NRSP EIR found that compliance with the TSM Ordinance would reduce the amount of pollutants emitted by the proposed project, but not to a less-than-significant level.

Changes to Phase II of the proposed project would increase vehicle trips by approximately 17 percent, which would exacerbate operational emissions. The analysis in the NRSP EIR adequately addressed this impact, which would remain significant and unavoidable.

Issues		Potentially Significant Impact	Impact for which the NRSP EIR is Sufficient	New Less-Than-Significant Impact	No Impact
7.	**TRANSPORTATION/CIRCULATION.** *Would the proposal result in:*				
a.	Increased 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.	Hazards to safety from design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	□	■	□	□
c.	Result in inadequate emergency access?	□	■	□	□
d.	Result in inadequate parking capacity?	□	■	□	□
e.	Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	□	■	□	□
f.	Conflicts with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	□	■	□	□
g.	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?	□	□	□	■

Discussion

Transportation and Circulation is discussed in Section 4.9, Transportation and Circulation in the NRSP EIR on pages 4.9-1 through 4.9- 43. Please refer to Appendix C for a full discussion of the traffic analysis completed for Phase II.

Since completion of the NRSP EIR, the following conditions have changed which affect the traffic analysis prepared for this SEIR. Phase I of the NRSP was approved by the Roseville City Council, so it is assumed as part of the Future Baseline Condition for this traffic analysis. Phase I of the NRSP is located in the western portions of the City of Roseville; most of the Plan Area is situated along Blue Oaks Boulevard, near the planned extension of Woodcreek Oaks Boulevard. At buildout, the NRSP Phase I will consist of 2,250 dwelling units, 210, 000 sf commercial, 235,000 sf business/professional, and Eskaton Village.

The Future Baseline condition also includes the recently-approved Stoneridge Specific Plan (SSP), which is located north and east of the Northeast Roseville Specific Plan area and west of Sierra College Boulevard. At buildout, this plan area will contain 2,882 dwelling units, 42,000 sf of business/professional space and 223,000 sf of retail space.

A concern was raised in response to the NOP that the EIR analysis should assume development of the proposed Placer Vineyards Specific Plan. The Future Baseline condition assumes levels of development in the surrounding communities that are generally analogous to year 2010 conditions (see Table C-5 in Appendix C). The proposed Placer Vineyards Specific Plan is currently in the preliminary planning process and, at the release of the NOP on the proposed project, the Placer Vineyards project was not considered to be a complete application with Placer County. Therefore, it is not included in the EIR analysis. The land use assumptions included within the Placer County travel demand model for West Placer County were used in the analysis of Placer County roadways.

Finally, the land uses proposed for Phase II of the NRSP have changed from those assumed in the NRSP EIR, as discussed in Chapter 2, Project Description. It should be noted that the number of dwelling units identified in Table 2-1 varies from the modeling completed for the proposed project because traffic modeling was performed for an earlier version of the project. Table 4-1 identifies the land use and trip generation rates used for the traffic model. Because the traffic analysis assumed more dwelling units overall than currently proposed, the impacts in this section are conservative, and the impacts of the proposed project are assumed to be the same or slightly less severe than those described below.

a. *See NRSP EIR Impacts 4.9-1, 4.9-4, and 4.9-5, and 4.9-6 in Section 4.9, Transportation and Circulation.*

The development of the proposed project would contribute an estimated 28,480 daily vehicle trips to the northwestern area of the City, an increase of approximately 4,266 vehicle trips more than the project analyzed in the NRSP EIR,[1] which would generate a total of 24,214 daily vehicle trips. The increase in trips is due to the increase in community commercial uses, the addition of a church and parochial school, and the alteration in the mix of housing types. These trips would increase traffic volumes on roadways serving the project area, particularly Blue Oaks Boulevard, Fiddyment Road, Pleasant Grove Boulevard, Junction Boulevard, and Baseline Road. Some trips would remain internal to the proposed project. Table 4-1 identifies the land use and trip generation rates used for the traffic model.

Local Roadways - City of Roseville

Figure C-1 in Appendix C compares traffic volumes under the proposed project to the Future Baseline (2010 Market No Project) scenario.

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1 As noted above, this estimate is based on modeling that was done for an earlier version of the project. These estimates represent a more conservative project.

TABLE 4-1

LAND USE AND TRIP GENERATION

Land Use Category	Trip Generation Rates	Prior NRSP EIR Assumptions[1]		Proposed Project Assumptions[2]	
		Units	Trips	Units	Trips
Residential					
Single Family	9.0 trips/DU	1,950 du	17,550	2,040 du	18,360
Multi-family	6.5 trips/DU	636 du	4,134	496 du	3,224
Assisted Living	2.2 trips/DU			74 du	163
Schools					
Elementary (K-6)	600 trips/school	1 school	600	1 school	600
Church Affiliated (K-8)	0.96 trips/student	n/a	n/a	288 students	276
Church	9.1 trips/ksf	n/a	n/a	17.5 ksf	159
Retail/Commercial	35.0 trips/ksf	26 ksf	910	99.7 ksf	3,489
Business/Professional	17.7 trips/ksf	54 ksf	956	n/a	n/a
School Administration	17.7 trips/ksf	n/a	n/a	58.8 ksf	1,041
Other	17.7 trips/ksf	n/a	n/a	61.4 ksf	1,087
Parks	2.2 trips/ksf	29 acres	64	36.9 acres	81
Total Daily Trip Generation:			**24,214**		**28,480**

Source: DKS Associates, 1996 and 1999.

Note:
1. As discussed in the Method of Analysis section in the NRSP EIR, the traffic analysis assumes more dwelling units that the project, because traffic modeling was conducted for an earlier version of the project.
2. This analysis assumes an additional 130 single-family units, 74 Assisted Living units, and 60 fewer multi-family units.

In addition to increasing trips, the proposed project would change travel patterns for some non-project traffic due to the project's internal roadway system in Neighborhood C, which provides a new connector between the NRSP Phase I development and Fiddyment Road. This connector would divert some vehicle trips from Blue Oaks Boulevard between NRSP Phase I and Fiddyment Road, as well as from Fiddyment Road between Blue Oaks Boulevard and Neighborhood C's connection to Fiddyment Road.

The p.m. peak hour intersection analysis (summarized in Table 4-2) indicates that the proposed project would cause an unacceptable level of service at one intersection: Baseline Road and Fiddyment Road. The proposed project would not cause any other intersection to operate at LOS "D" or worse that would operate at LOS "C" or better under the No Project scenario.

The intersection of Foothills and Blue Oaks Boulevard, which was found to operate at LOS "D" with the project analyzed in the NRSP EIR would operate at LOS "C" under the proposed project. Therefore, Mitigation Measure 4.9-2 would not be required of the proposed project.

The intersection of Foothills Boulevard and Pleasant Grove Boulevard would operate at LOS D under the Future Baseline (2010 Market/No Project) scenario, assuming what has been considered as "the maximum, feasible, at-grade improvements" (dual left turns, three through lanes and an exclusive right turn on all approaches). As a mitigation measure for the Hewlett-Packard Master Plan EIR, the City would allow "extraordinary" improvements, consisting of an additional fourth southbound through lane, immediately tapering back to three lanes south of the intersection. This improvement would provide LOS C or better conditions with or without the proposed project, and would avoid the need to construct a costly, grade-separated interchange at this location.

Under the Future Baseline (2010 Market/No Project) scenario, the intersection of Baseline Road and Fiddyment Road would operate at LOS "C" during the p.m. peak hour. This analysis assumes the same geometry as the City's CIP (consisting of a single left turn lane, two through lanes and an exclusive right turn lane on both approaches of Baseline Road and on the northbound approach of Fiddyment Road, and a single left turn lane, one through lane and a shared right-through lane on the southbound approach of Fiddyment Road). This intersection was also found to operate at an acceptable service level with the project analyzed in the NRSP EIR. Under the proposed project scenario, this intersection would operate at LOS "D" during the p.m. peak hour, assuming the same intersection geometry.

The operation at the intersection of Baseline Road and Fiddyment Road would be improved with the following mitigation measure:

TABLE 4-2

INTERSECTION LEVEL OF SERVICE ANALYSIS
PM PEAK HOUR

Intersection		2010 Market/ No Project		2010 Market/ Proposed Project	
North-South St.	East-West St.	LOS	V/C	LOS	V/C
Fiddyment Rd	Blue Oaks Blvd	A	0.37	A	0.36
North N-S Coll	Blue Oaks Blvd	-	--	A	0.59
Del Webb Blvd	Blue Oaks Blvd	A	0.27	A	0.23
Woodcreek Oaks	Blue Oaks Blvd	B	0.63	B	0.68
Foothill Blvd	Blue Oaks Blvd	C	0.74	C	0.78
Washington Blvd	Blue Oaks Blvd	A	0.56	A	0.57
SR-65 NB Off	Blue Oaks Blvd	A	0.40	A	0.40
Foothill Blvd	Roseville Pkwy	C	0.73	C	0.73
Washington Blvd	Roseville Pkwy	A	0.60	A	0.59
Fiddyment Rd	Pleasant Grove	A	0.31	A	0.42
Sun City Blvd	Pleasant Grove	A	0.38	A	0.40
Woodcreek Oaks	Pleasant Grove	A	0.48	A	0.58
Foothill Blvd	Pleasant Grove	D	0.87	D	0.87
Washington Blvd	Pleasant Grove	C	0.78	C	0.77
Roseville Pkwy	Pleasant Grove	C	0.80	C	0.80
SR-65 NB Off	Pleasant Grove	A	0.55	A	0.55
SR-65 SB Off	Pleasant Grove	A	0.42	A	0.43
Wdck Oaks Coll	Junction Blvd	--	--	A	0.52
Woodcreek Oaks	Junction Blvd	C	0.71	C	0.74
Foothill Blvd	Junction Blvd	B	0.61	B	0.61
Washington Blvd	Junction Blvd	A	0.45	A	0.45
Fiddyment Rd	Baseline Rd	C	0.74	D	0.82
Junction Blvd	Baseline Rd	A	0.30	A	0.46
Woodcreek Oaks	Baseline Rd	A	0.50	A	0.56
Foothill Blvd	Main St	C	0.72	C	0.75
Washington Blvd	Main St	C	0.75	C	0.77
Roseville Rd	Cirby Way	C	0.73	C	0.75
Vernon St	Cirby Way	B	0.70	C	0.71
Riverside Ave	Cirby Way	C	0.78	C	0.76
Fiddyment Rd	North E-W Coll	--	--	A	0.31
Fiddyment Rd	Del Webb Blvd	A	0.16	A	0.17
Fiddyment Rd	Wdck Oaks Coll	--	--	A	0.58
Foothill Blvd	Atkinson Rd	B	0.68	B	0.69
Riverside Ave	I-80 WB Off-ramp	C	0.78	C	0.79

Source: DKS Associates, 1998.

Mitigation Measure 1

Provide dual left-turn lanes westbound at the intersection of Baseline Road and Fiddyment Road (and future Wallerga Road).

Amend the current CIP to include the addition of a dual left-turn lane on the westbound approach to the intersection of Baseline Road and Fiddyment Road.

The additional capacity provided by this improvement would provide LOS "C" or better conditions at this intersection, resulting in a less-than-significant impact. Any improvement made to mitigate this impact should be included in the City's 2010 CIP so that the applicant could contribute their fair share to the traffic impact fees associated with the proposed project. Compliance with Mitigation Measure 1 would ensure any impacts would be reduced to a less-than-significant level.

Concerns have been raised in the past about the operations of the Riverside/Cirby intersection. This intersection currently operates at LOS "E" conditions, but it is projected to operate at LOS "C" in the year 2010 with implementation of the City's CIP improvements. The current CIP includes the construction of a grade-separated structure for the northbound to westbound left turn movement. That improvement is programmed for construction by 2010. The City, however, is currently considering the construction of a triple northbound left-turn lane at this location, which would provide LOS "C" conditions. That alternative improvements is tentatively scheduled for 2003.

The volume/capacity ratio at the Riverside/Cirby intersection would be slightly better with the proposed project than under the Future Baseline (2010 Market/No Project) scenario. The grade-separated structure in the City's current CIP was assumed under both of these scenarios. The proposed project is primarily a residential development, and during the PM peak hour, most of the project-related traffic flowing through this intersection would be traveling toward the project site. The proposed project would thus increase traffic for the northbound to westbound left turn movement but due to the grade-separation, this intersection would continue to function at LOS "C".

Many of the peak hour trips that utilize the Riverside/Cirby intersection are commute trips passing to and from I-80. The residential development in the proposed project would provide additional housing for workers within Roseville and thus cause a slightly higher portion of Roseville's commute travel to stay within the City compared to the Future Baseline scenario. Retaining a higher portion of Roseville commute travel in the City would slightly reduce the number of commuters leaving and returning to the City during the PM peak hour. The resulting redistribution of travel would decrease traffic for some intersection turning movements, including a few of the movements at the intersection of Riverside and Cirby.

A concern was raised in response to the NOP concerning the operation and safety of the Fiddyment Road/Blue Oaks Boulevard intersection. As shown in Table 4-2, the proposed project would actually reduce the volume to capacity ratio at this intersection. Therefore,

the project would not have an adverse effect on the safety or operation of the intersection, and would not divert traffic to Del Webb Boulevard. Although the proposed project would not adversely affect traffic on Fiddyment Road, an alternative alignment is being considered to improve existing and future conditions on Fiddyment Road (see Chapter 5, Alternatives).

State Highways

The NRSP EIR found that project-related traffic would not create a significant impact on Interstate 80 or SR 65, or at intersections with these highways (see pages 3-5 and 3-6 of the NRSP Final EIR). For this SEIR, projected daily traffic volumes on Interstate 80 and State Highway 65 and at interchange ramps under the Future Baseline (2010 Market/No Project) scenario were analyzed with and without the proposed project. SR 99/70 was not analyzed because, as discussed under **Sutter County Roadways**, below, very few project-related trips would occur at the County line.

Table 4-3 shows traffic volumes on State Highways, and Table 4-4 shows the daily traffic volumes for interchange ramps that would be affected by the proposed project.

The proposed project would not significantly increase traffic volumes on the State highways. The analysis shows that I-80 through Roseville would operate at Level of Service (LOS) "F" conditions under the 2010 Market/No Project scenario and with the proposed project. The changes in traffic volumes on State highways associated with the proposed project are low due to congestion on I-80 and 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 2010 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 2010 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 2010 Market scenario (with or without the project) 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 4-4. This analysis indicates that the proposed project, like the project analyzed in the NRSP EIR, would not cause any of these intersections to operate at LOS "D" or worse.

TABLE 4-3

AVERAGE DAILY TRAFFIC VOLUMES ON INTERCHANGE RAMPS UNDER THE 2010 MARKET SCENARIO

Interchange	Ramps	2010 Market/ No Project	2010 Market/ Proposed Project	Change
I-80/Riverside	Westbound On	17,300	17,400	+100
	Westbound Off	5,500	6,000	+500
	Eastbound On	6,100	6,600	+500
	Eastbound Off	18,100	18,400	+300
SR 65/Blue Oaks Blvd	Northbound On	6,800	6,500	-300
	Northbound Off	10,900	11,200	+300
	Southbound On	9,400	9,600	+200
	Southbound Off	5,900	5,500	-400
SR 65/Pleasant Grove Blvd	Northbound On	1,600	1,600	0
	Northbound Off	8,300	8,300	0
	Southbound On	9,400	9,300	-100
	Southbound Off	1,600	1,500	-100

Source: DKS Associates, 1998.

TABLE 4-4

LEVEL OF SERVICE AT INTERSECTIONS WITH STATE HIGHWAY RAMPS

	2010 Market/ No Project		2010 Market/ Proposed Project	
	LOS	V/C	LOS	V/C
Riverside and I-80 WB Off-Ramp	C	0.78	C	0.79
Blue Oaks and SR 65 NB Off-Ramp	A	0.40	A	0.40
Pleasant Grove and SR 65 NB Off-Ramp	A	0.55	A	0.55
Pleasant Grove and SR 65 SB Off-Ramp	A	0.42	A	0.43

Source: DKS Associates, 1998.

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 (2010 Market/No Project) scenario. Therefore, the proposed project would have a less-than-significant impact on State highways.

Placer County Roadways

As with the project analyzed in the NRSP EIR (see Impact 4.9-4), 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 resulting daily traffic volumes were analyzed using the same methodology used to identify level of service impacts in the County General Plan EIR.

The NRSP EIR found that impacts on Placer County Roadways would be less than significant. Table C-12 in Appendix C compares ADTs on County roadways in the vicinity of the proposed project under 2010 conditions in the County's General Plan EIR to ADTs with the revised land use assumptions for the proposed project. The proposed project would not cause any roadway segment in unincorporated Placer County to operate at LOS "D" or worse conditions. Therefore, the impact on Placer County roadways would remain less than significant.

City of Rocklin Roadways

As discussed in Impact 4.9-5, the NRSP EIR found that traffic volume increases on Rocklin roadways would be less than significant. As shown in Table C-13 in Appendix C, the additional traffic volumes generated by the proposed project would increase daily traffic volumes on Sunset Boulevard between SR-65 and Stanford Ranch Road by approximately 300 vehicles per day and on Stanford Ranch Road between SR-65 and Sunset Boulevard by approximately 100 vehicles per day. An analysis of key intersections along these roadways during the p.m. peak hour indicated that the additional traffic generated by the proposed project would not result in level of service "D" or worse conditions at any of Rocklin's major intersections. Therefore, the additional traffic volumes on City of Rocklin roadways as a result of the proposed project would remain a less than significant.

Sutter County Roadways

The analysis of impacts on Sutter County roadways compared 2010 traffic volumes with and without the proposed project based on the City of Roseville travel demand model and its 2010 land use assumptions. This approach was also used in the NRSP EIR. The comparison for the proposed project is shown in Table C-14 in Appendix C. A level of service analysis was conducted for these roadways based on the daily volume thresholds and LOS criteria in the Placer County General Plan EIR.

The NRSP EIR found that daily traffic volumes on Baseline Road at the Placer/Sutter County line would increase by approximately 400 vehicles (attributable to Phase II). Under the proposed project, daily traffic volumes on Baseline Road at the Placer/Sutter County line would also increase by approximately 400 vehicles per day (from 15,900 to 16,300).

The NRSP EIR found that daily traffic volumes on Sunset West Boulevard and Catlett Road would experience increases of less than 100 daily vehicle trips. Daily traffic volumes of the proposed project on Sunset West Boulevard (which becomes Howsley Road upon entering Sutter County) were forecast to decrease somewhat (due to a redistribution and/or reassignment of trips) while Catlett Road would experience an increase of about 200 daily vehicle trips. In the Placer County 2010 CIP, Baseline Road has been programmed to be widened to four lanes between Watt Avenue and the County line. It was also assumed 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 2010 Market conditions, including the proposed project.

The Placer County General Plan EIR assumed more development by 2010 in the Dry Creek/West Placer Community Plan Area than the City of Roseville General Plan EIR. Therefore, the 2010 traffic forecasts on Baseline Road and Riego Road in the Placer County General Plan EIR are higher than those estimated for the 2010 Market/No Project scenario. As noted previously, the Placer County General Plan EIR allocated a substantial amount of growth by 2010 to the urban reserve areas of the City of Roseville, including 2,337 dwelling units within the boundaries of the North Roseville Specific Plan Phase II. This compares to the 2,610 dwelling units analyzed in the traffic analysis for this project. This assumes an additional 130 low density units, an additional 50 multi-family units, and 36 fewer Assisted Living units than the proposed project.

The Placer County General Plan EIR projected 28,700 daily vehicles in 2010 on Riego Road and Baseline Road at the Sutter County line. With this traffic volume, this section of roadway would operate at LOS "C" with the assumed four lanes in 2010. After revising the 2010 land use assumptions in the Placer County model to reflect the proposed project, the daily traffic volume on Riego Road/Baseline Road at the County line would remain unchanged. Therefore the increased traffic volumes generated by the proposed project would remain a less-than-significant impact.

b-c. *Safety hazards were not addressed in the NRSP EIR because it was determined to be less-than-significant impact in the Initial Study prepared for the Notice of Preparation (see Appendix A of the NRSP EIR).*

As stated in the Initial Study prepared for the NRSP EIR (see Appendix A of the NRSP EIR), the proposed project would be designed to provide emergency access and adequate circulation. The internal transportation plan within Neighborhood D has been revised only slightly over what was analyzed in the NRSP EIR. No hazards associated with inadequate emergency access, sharp curves or dangerous intersections were identified.

As stated in Chapter 2, Project Description, it is not known whether Fiddyment Road would remain under County jurisdiction, or be annexed to the City. If it remains in the County, the County will maintain it. If annexed, the City would improve and maintain the roadway. City improvements include curb, gutter, sidewalk and lighting. In either case, roadway improvements would be designed using standard engineering practices, ensuring adequate safety for people traveling on Fiddyment Road.

The changes made to the internal circulation plan within Neighborhood D would not result in any potential hazards beyond what was identified in the NRSP EIR. In addition, no farming uses currently occur on the project site; therefore, no incompatibilities between farm equipment and proposed uses on the Plan Area would occur. Therefore, no impact would occur with implementation of Phase II.

d. *Issues associated with parking were not addressed in the NRSP EIR because it was determined to be a less-than-significant impact in the Initial Study prepared for the Notice of Preparation (see Appendix A of the NRSP EIR).*

Parking facilities for the proposed commercial, residential and retail uses would be designed in accordance with the City's parking requirements. It is not anticipated that implementation of the proposed project would result in insufficient parking capacity on or off the project site, because the site is not located in an urban area where existing parking facilities could be adversely affected. Therefore, no impact would occur.

e. *See NRSP EIR Impacts 4.9-1, 4.9-4, 4.9-5, and 4.9-6 in Section 4.9 Transportation and Circulation.*

As discussed above under Item a., the proposed project would result in an unacceptable level of service at the Baseline Road/ Fiddyment Road intersection. No other roadway standards would be exceeded. Compliance with mitigation would reduce the impact to a less-than-significant level.

A cumulative traffic analysis was prepared for the NRSP EIR (see pages 5-11 through 5-17), and found that cumulative impacts related to transportation are anticipated to be significant with or without implementation of the proposed project. As discussed under Item 17, the cumulative context has changed since adoption of the NRSP. The major difference is that Phase I of the NRSP and the Stoneridge Specific Plan have been approved, so they are now part of the project. In addition, as discussed above, the proposed project would generate more traffic than the project analyzed in the NRSP EIR. Therefore, a new cumulative traffic analysis was prepared for the proposed project (see Appendix C, pages C-48). This analysis found that the proposed project would result in significant and unavoidable impacts at these intersections that would operate at acceptable service levels without the project:

- Sierra College Boulevard/Douglas Boulevard,
- Rocky Ridge Drive/Douglas Boulevard, and

- Roseville Parkway/Douglas Boulevard.

These impacts are identical to those identified in the NRSP EIR (see page 5-13). Therefore, the revisions to Phase II have not altered the cumulative analysis prepared for the NRSP EIR, and the cumulative impact on traffic would remain significant and unavoidable under the proposed project.

f. *See NRSP EIR Impact 4.9-2 in Section 4.9, Transportation and Circulation.*

As discussed in the NRSP EIR, the City currently has limited transit services. 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 28,480 daily vehicle trips, so no more than 570 daily trips (approximately 60 p.m. peak hour trips) would be expected to use transit if it were available to the project. While this figure is slightly higher (85 daily trips) than demand estimated for the project analyzed in the NRSP EIR, it 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 current Long Range Master Transit Plan was last updated in 1992, and as such does not include any Specific Plans adopted since then. The Master Plan will be updated in 1999 and will analyze transit demand to new specific plan areas. Typically, fixed route service is needed along major arterials and collectors 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 the Long Range Master Transit Plan. The NRSP EIR identified expansion of transit service to the Plan Area and compliance with Mitigation Measure 4.9-1 to reduce transit impacts.

Mitigation Measure 4.9-1: Update Long Range Transit Master Plan

Development of Phase I and the Phase II would generate demand (though probably low) for transit service. Existing service should be extended or new service provided to the proposed project, and should be included as part of the Long Range Transit Master Plan and should be consistent with the applicable General Plan transit policies in the Circulation Element of the City General Plan.

The City's Long Range Transit Master Plan should be updated not only to include bus service to the proposed project, but also to identify a funding source to which the proposed project and other areas served by transit can contribute their fair share towards the capital and operating expenses.

Compliance with the NRSP EIR Mitigation Measure 4.9-1 would ensure that the proposed project would not result in any impacts due to increased demand for transit services other than those identified in the NRSP EIR. The analysis in the NRSP EIR adequately addressed this impact. The impact is considered less than significant and no further mitigation is required.

g. *This is a new item on the checklist (per the October 1998 CEQA Guideline Revisions); therefore, this issue was not addressed in the NRSP EIR.*

There are no airport facilities located within the city limits of Roseville. Because the proposed project is not located near any existing aviation facilities, 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.

Issues		Potentially Significant Impact	Impact for which the NRSP EIR is Sufficient	New Less-Than-Significant Impact	No Impact
8.	**BIOLOGICAL RESOURCES.** *Would the proposal:*				
a.	Adversely impact, either directly or through habitat modifications, any endangered, threatened or rare species, as listed in Title 14 of the California Code of Regulations (Sections 670.5) or in Title 50, Code of Federal Regulations (Sections 17.11 or 17.12) or their habitats (including, but not limited to plants, fish, insects, animals, and birds)?	☐	■	☐	☐
b.	Have a substantial adverse impact, 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?	☐	■	☐	☐
c.	Have a substantial adverse impact 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 US Fish and Wildlife Service?	☐	■	☐	☐
d.	Adversely impact federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) either individually or in combination with the known or probable impacts of other activities through direct removal, filling, hydrological interruption, or other means?	☐	■	☐	☐
e.	Interfere substantially with the movement of any resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?	☐	■	☐	☐

Issues		Potentially Significant Impact	Impact for which the NRSP EIR is Sufficient	New Less-Than-Significant Impact	No Impact
f.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	■	☐	☐
g.	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

Biological resources are discussed in Section 4.5, Biological Resources on pages 4.5-1 through 4.5-34 in the NRSP EIR.

a-d. *See NRSP EIR Impacts 4.5-1, 4.5-2, 4.5-3, 4.5-4, 4.5-7, 4.5-8, 4.5-9, and 4.5-10 in Section 4.5, Biological Resources.*

During preparation of the NRSP EIR, two reconnaissance-level surveys of the Plan Area were conducted along with a review of other biological studies that had been done on specific parcels within the Plan Area. Habitats that were identified include grasslands, creeks, wetlands, and mixed oak woodland. Development of Phase II, as discussed under Impact 4.5-4 on page 4.5-28 in the Biological Resources section of the NRSP EIR, would result in the loss of approximately 520 acres of annual grassland habitat, 2.4 acres of riparian woodland, and 4.3 acres of vernal pools and other wetlands. The amount of area to be developed under the proposed project is 0.6 acres more than what was identified under the NRSP EIR. Due to this small increase it can be assumed slightly more habitat in the Plan Area would be disturbed under the proposed project than described in the NRSP EIR.

Wetlands

The NRSP EIR stated that 2 to 7 acres of jurisdictional wetlands could occur in Neighborhood C (formal delineations had not been completed), and 2.24 acres of wetlands could occur on Neighborhood D. In July 1995, the wetland delineation completed for the 2.24 acres of wetlands on Neighborhood D was verified by the U.S. Corps of Engineers (Corps). In October 1998, the wetland delineation prepared for a total of 6.45 acres of wetlands on the Neighborhood C site was verified by the Corps. The potential loss of vernal pools was identified in the NRSP EIR as a significant and unavoidable impact of project implementation. Mitigation Measure 4.5-1, below, was identified to help mitigate the loss of the pools, but the impact was still considered significant and unavoidable.

Mitigation Measure 4.5-1

Preserve and construct vernal pools or purchase credits from an approved wetland mitigation bank.

Each property within the Plan Area shall be permitted under the Clean Water Act Section 404 permit process prior to development. Mitigation would consist of on-site avoidance where practicable and desirable, on-site wetland construction where practicable and desirable, and/or off-site wetland construction and off-site acquisition where approved by the permitting agencies.

As an alternative to preserving and recreating wetlands, the Applicant could, prior to issuance of building permits, acquire credits from a Wetland Mitigation Bank approved by the US Army Corps of Engineers and the USFWS for the purposes of mitigating impacts on vernal pools, fairy shrimp and vernal pool plant species. The credits shall be in direct proportion to vernal pool losses on the property, as determined by a wetland or habitat delineation.

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

The proposed project's impacts on vernal pools would be the same identified under the NRSP EIR, because the same acreage would be developed. The analysis in the NRSP EIR adequately addressed this impact, which would remain significant and unavoidable.

Special-Status Species

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. No special-status plant species were observed during field surveys completed in April and May 1994. Special-status animal species observed in the Plan Area include vernal pool fairy shrimp and Swainson's hawk. No evidence of the valley elderberry longhorn beetle (VELB) was noted on the site.

Riparian woodland provide habitat for the Swainson's hawk. (No woodland areas exists on Neighborhood D.) In Neighborhood C, a majority of the riparian woodland along Pleasant Grove Creek would be preserved as open space. The impact on the riparian corridors would occur where creek crossings are required for roadways and bicycle bridges (no bike bridges are included in Neighborhood C). The potential disturbance of Swainson's hawk and other legally protected raptor nests during project construction would be the same under the proposed project as what was analyzed in the NRSP EIR.

The NRSP EIR identified Mitigation Measure 4.5-4 to reduce impacts on nesting raptors to a less-than-significant level.

Mitigation Measure 4.5-2

Implement construction protocols.

The proposed project shall require the implementation of construction protocols that include, but may not be limited to, the following:

- Restrict construction activities to areas away from preserved oak and riparian habitat.

  Construction activities in the vicinity of oak trees shall be minimized. Laydown, staging, refueling and parking areas shall not be located adjacent to open space oak or riparian zones. Construction activities that by necessity occur in the vicinity of oak woodlands and riparian zones to be preserved shall be supervised by an onsite responsible compliance officer designated by the developer. Encroachments or damage that have not been authorized by a tree permit shall be prohibited, and measures to prevent damage to trees in the vicinity shall be implemented as detailed in the Tree Preservation Chapter of the Zoning Ordinance.

- Erect temporary barrier fencing to delimit protected areas.

  Temporary fencing, consisting of five-foot orange construction drift fence, flagging, signs or other markings shall be erected around open space areas and restricted areas, and maintained for the duration of construction, to prevent inadvertent damage to natural resources. Fencing shall be maintained, and shall be the responsibility of an on-site compliance officer designated by the developer.

Mitigation Measure 4.5-4

Conduct pre-construction nest survey and implement appropriate restrictions

To ensure that fully protected and raptor species are not injured or disturbed by construction in the vicinity of nesting habitat, the 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 raptor species that could be using the area, and to discourage hawks from nesting in the vicinity of an upcoming construction area. This period may be modified with the authorization of the DFG, or

(b) Prior to the beginning of mass grading, including grading for major infrastructure improvements, 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 raptor nests by a qualified biologist. If active raptor nests are found, and the site is within 350 feet of potential construction activity, a fence shall be erected around the tree 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 (i.e., raptor protection zone), 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 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.

This measure would also reduce the proposed project impact to a less-than-significant level.

Vernal Pool Species

The NRSP EIR determined the loss of special-status plant species occurring in vernal pools would be offset through compliance with Mitigation Measure 4.5-3, which requires the creation of new vernal pools. However, the overall loss of the vernal pool fairy shrimp, which would be the same under the proposed project, would be considered a significant and unavoidable impact of project implementation. The NRSP EIR adequately addressed this impact, which would remain significant and unavoidable.

The NRSP EIR identified Mitigation Measures 4.5-1 and 4.5-2, above, and 4.5-3, below, to reduce impacts on vernal pools which provide habitat for vernal pool fairy shrimp.

Mitigation Measure 4.5-3

Incorporate seed and seedbank salvage in construction of vernal pools.

In the mitigation of vernal pools that would be filled or otherwise disturbed, the landowners shall use harvested inoculum from on-site vernal pools. Removal of topsoil from harvested vernal pools shall comply with the most recent USCOE and USFWS guidelines at the time of construction, or consist of removal of the top 2" of soil, followed by the next 4" of soil, and placement of these layers in constructed vernal pools in reverse order (e.g. first the 4" followed by the 2") to approximately reconstruct the natural soil horizon.

If mitigation banking is used as mitigation instead of vernal pool recreation, this mitigation measure would not apply.

Compliance with the NRSP EIR Mitigation Measures 4.5-1 through 4.5-4 would ensure that the proposed project would not result in any impacts due to the loss of biological resources beyond those identified in the NRSP EIR. No further mitigation is required.

e. *See NRSP EIR Impact 4.5-6 in Section 4.5, Biological Resources.*

Project development would 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. As stated in the NRSP EIR Project Description on page 3-19, the project proposes to maintain a majority of the riparian corridors in undeveloped open space. Many species use riparian corridors to move from one area to another due to the presence of adequate food and cover. The preservation of open space areas in a relatively undisturbed state throughout the developed

areas would be considered sufficient to offset any significant impacts on wildlife migration to a less-than-significant level. The analysis in the prior EIR adequately addressed this impact. No mitigation is required.

f. *See NRSP EIR Impact 4.5-1 in Section 4.5, Biological Resources.*

The City of Roseville Tree Zoning Ordinance Preservation Chapter protects native oak trees six inches or more in diameter at breast height (dbh). 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. In addition to tree removal, grading and trenching within a tree's dripline is also subject to permit approval.

The NRSP EIR identified a total of approximately 0.2 acres of oak woodland habitat to be removed to accommodate a roadway in Neighborhood C. Based on the revised circulation plan for Neighborhood C, additional trees may need to be removed under the proposed project. No trees would be removed to accommodate development in Neighborhood D. Prior to the removal of any trees the project applicant is required to obtain a tree permit from the City, which will include provisions for replacing lost trees. The short-term adverse effects of tree removal would not be fully mitigated until the replacement trees reach maturity. With implementation of the City's Tree Preservation Ordinance, the long-term impact would be less than significant.

g. *This is a new item on the Checklist (per the October 1998 CEQA Guideline Revisions); therefore, this issue was not addressed in the NRSP EIR.*

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 Plan Area. Therefore, project implementation would have no impact.

Issues		Potentially Significant Impact	Impact for which the NRSP EIR is Sufficient	New Less-Than-Significant Impact	No Impact
9.	**ENERGY AND MINERAL RESOURCES.** *Would the proposal:*				
a.	Result in the loss of availability of a known mineral resource classified MRZ-2 by the State Geologist that would be of future value to the region and the residents of the State?	☐	■	☐	☐
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?	☐	■	☐	☐
c.	Result in the loss of availability of a known mineral resource that would be of future value to the region and the residents of the State?	☐	■	☐	☐

Discussion

Energy and mineral resource issues are discussed in Section 4.3, Soils, Geology and Seismicity on pages 4.3-1 through 4.3- 21 in the NRSP EIR.

a-c. *See NRSP EIR Impact 4.3-4 in Section 4.3, Soils, Geology and Seismicity.*

As shown on Figure 4.3-2 on page 4.3-5 of the NRSP EIR, no portion of the Phase II area has been classified by the California Department of Mines and Geology (CDMG) as MRZ-2. A majority of both Neighborhoods C and D have been designated by the CDMG as having no significant mineral deposits present, or it has been determined that it is unlikely mineral deposits exist in the area. However, CDMG has identified areas that bisect the middle portion of Neighborhood C and the northwest corner of Neighborhood D as areas where either adequate information is not available to determine if resources exist, or mineral resources have been located, but the significance of these resources is unknown at this time.

No portion of the Plan Area has been identified as containing a locally-important mineral resource recovery site. The City's General Plan does not identify any portion of the site as a locally-important mineral resource recovery site. It is not anticipated that development of the Plan Area would result in the loss of availability of a known mineral resource that would be of future value to the region or the State. The NRSP EIR adequately addressed impacts on mineral resources, which would remain less than significant under the proposed project. No additional mitigation is required.

Issues		Potentially Significant Impact	Impact for which the NRSP EIR is Sufficient	New Less-Than-Significant Impact	No Impact
10.	**HAZARDS.** *Would the proposal involve:*				
a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	■	☐	☐
b.	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?	☐	■	☐	☐
c.	Reasonably be anticipated to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	■	☐	☐
d.	Is the project 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?	☐	■	☐	☐
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?	☐	☐	☐	■
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?	☐	☐	☐	■
g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	■	☐	☐

Issues		Potentially Significant Impact	Impact for which the NRSP EIR is Sufficient	New Less-Than-Significant Impact	No Impact
h.	Expose people or structures to the risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	■	☐	☐

Discussion

Hazards issues are discussed in Section 4.8, Hazardous Materials and Public Safety on pages 4.8-1 through 4.8-21 of the NRSP EIR.

a,c. *See NRSP EIR Impacts 4.8-1 and 4.8-2 in Section 4.8, Hazardous Materials and Public Safety.*

As discussed in the Hazardous Materials and Public Safety section of the NRSP EIR, 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. The proposed uses within Phase II, similar to those analyzed in the NRSP EIR, include residential, limited commercial, a church, a fire station, and parks and open space. The types and quantities of hazardous materials that could be present during project construction and operation of these types of uses are expected to be minimal and limited.

The City of Roseville currently operates programs to aid in the disposal of household hazardous waste. The City's programs include a drop-off program for used motor oil and a biannual household hazardous waste drop-off day. The City also provides a drop-off location at the regional Materials Recovery Facility (MRF), which would aid in the correct disposal of household hazards.

Any hazardous materials delivered to the Plan Area for various purposes would be required to travel on the City's identified Hazardous Materials Transportation Routes (shown on Figure 4.8-2 on page 4.8-8 of the NRSP EIR). The two roadways authorized to access Phase II include Blue Oaks Boulevard and Baseline Road. Transportation of any hazardous materials along any City or State roadways is subject to all State Department of Transportation (DOT) hazardous materials transportation regulations.

One public school is proposed in Neighborhood D. 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.

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 emitted 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. Therefore, these impacts are considered less than significant. The prior EIR adequately addressed this impact.

d. *See NRSP EIR Impact 4.8-3 in Section 4.8, Hazardous Materials and Public Safety.*

As discussed in the Hazardous Materials and Public Safety section of the NRSP EIR, a Phase 1 Assessment or Preliminary Site Assessment (PSA) for Neighborhood C was performed by Raney Geotechnical in 1993. The site has traditionally been used for dry farming and grazing. No known or potentially contaminated sites were located during the PSA of the site. A PSA was also preformed by Kleinfelder in 1988 on Neighborhood D. The PSA did not identify the presence of any above-ground or underground structures that would suggest potential contamination. However, there is always the possibility that unknown hazards could exist on the site. The NRSP EIR identified Mitigation Measure 4.8-1 to reduce the potential risk of exposure to contaminated soils.

> *Mitigation Measure 4.8-1*
>
> *Remediate site hazards if discovered.*
>
> If evidence of soil contamination is encountered, 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.

Compliance with the NRSP EIR Mitigation Measure 4.8-1 would ensure that the proposed project would not result in any impacts due to hazardous materials other than those identified in the NRSP EIR, which were all identified as less than significant. The prior EIR adequately addressed this impact, and no further mitigation is required.

e-f. *These are two new items on the Checklist (per the October 1998 CEQA Guidelines Revisions); therefore, these issues were not addressed in the NRSP EIR.*

The Plan Area 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.

g. *See NRSP EIR Impact 4.8-1 in Section 4.8, Hazardous Materials and Public Safety.*

The City's emergency response plan is discussed on page 4.8-7 of the NRSP EIR. As with the project analyzed in the NRSP EIR, the proposed project would not impair implementation of the City's Emergency Response Plan because it does not alter existing roadways or physically interfere with existing roadway patterns. Therefore, no impact would occur, and this issue was adequately addressed in the prior EIR.

h. *See NRSP EIR Impact 4.8-5 in Section 4.8, Hazardous Materials and Public Safety.*

The Plan Area is currently undeveloped and covered with annual grassland with a small area of blue oak woodland habitat along Pleasant Grove Creek in Neighborhood C. A majority of the area adjacent to the northern boundary of Neighborhood C and the western boundary of both Neighborhoods C and D is active agricultural land. The potential for wildland fires in irrigated and heavily grazed agricultural land is considered low. Under either the project analyzed in the NRSP EIR or the proposed project, residential and commercial areas to be developed in the Plan Area would contain irrigated landscaping that would reduce the potential for wildland fires on the site. Although some residential areas would be adjacent to undeveloped open space areas, all new construction 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. In addition, the NRSP EIR identified Mitigation Measures 4.8-2(a) and (b), below, to reduce impacts associated with wildfire hazards to a less-than-significant level.

> *Mitigation Measure 4.8-2(a): Clear areas slated for construction activities of materials that could serve as fire fuel prior to initiating these activities.*
>
> During construction, staging areas, welding areas, or areas slated for development in the near future where equipment will be operating on dried vegetation or other materials that could serve as fire fuel would be cleared. The contractor will maintain areas subject to such construction activities clear of combustible natural materials to the extent feasible in order to maintain a fire break. This measure would minimize the availability of fire fuels.
>
> *Mitigation Measure 4.8-2(b): Require spark-generating construction equipment to be equipped with manufacturer's recommended spark arresters.*
>
> Any construction equipment that normally includes a spark arrester is to be equipped with such an arrester in good working order. This includes, but is not limited to, heavy equipment and chainsaws. This mitigation measure would minimize a source of construction-related fire.
>
> If underground tanks or other features or materials that could present a threat to human health or the environment are discovered during construction, all work in the vicinity of the site shall stop. A qualified professional shall investigate the site and make recommendations for remediation, if necessary.

Implementation of these measures would reduce fire-related impacts to a less-than-significant level. No additional mitigation is required.

Issues		Potentially Significant Impact	Impact For Which the NRSP EIR is Sufficient	New Less-Than-Significant Impact	No Impact
11.	**NOISE.** *Would the proposal result in:*				
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?	☐	■	☐	☐
b.	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	■
c.	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	■	☐	☐
d.	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	■	☐	☐
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?	☐	☐	■	☐
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?	☐	☐	☐	■

Discussion

Noise issues are discussed in Section 4.11, Noise on pages 4.11-1 through 4.11-26 of the NRSP EIR.

Sound is a mechanical form of radiant energy transmitted by pressure waves in the air. It is characterized by two parameters: amplitude and frequency.

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, a 30 dB sound 1,000 times, 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, that is to say that 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 3 dB change in amplitude is the minimum audible difference for the average person. Five dB change in amplitude is the minimum audible difference for the average person outdoors.

The Noise Element of the Roseville 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 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 4.11-4 of the NRSP EIR). Fixed noise source policies also set maximum noise levels for non-transportation noise sources (see Table 4.11-5 in the NRSP EIR). The NRSP EIR used a standard of "an increase in traffic noise levels of greater than three dBA (which is the lowest change in noise levels audible to the human ear) and has the potential to cause or contribute to noise levels at existing or approved land uses exceeding the City standards summarized in Table 4.11-4" of the NRSP DEIR to determine whether traffic-related noise increases were significant.

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. The ordinance also limits noise from an individual piece of equipment to 83 dBA at 25 feet and all construction noise to 86 dBA outside of the property site.

a,c. *See NRSP EIR Impacts 4.11-2, 4.11-3, and 4.11-4 in Section 4.11, Noise.*

Noise conditions in the Plan Area are largely influenced by motor vehicle traffic. Adjacent to the Phase II plan area are major arterial roadways such as Pleasant Grove Boulevard and Baseline Road. As stated on page 4.11-5 of the NRSP EIR, existing L_{dn} noise levels were calculated for the project site 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.

Previous modeling of the Plan Area indicated that among the analyzed segments, the highest L_{dn}'s are experienced along Baseline Road between Fiddyment 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, estimated 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.

The lowest modeled existing noise levels among the analyzed roadway segments occurred along Junction Boulevard between Woodcreek Oaks and Country Club, Blue Oaks between Woodcreek Oaks and Foothills, and Fiddyment north of Blue Oaks. 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.

Noise-sensitive land uses that have been built or are under construction in the vicinity of the Plan Area include several new and on-going residential developments north and south of Pleasant Grove Boulevard, and established residential areas further south. The new homes along Pleasant Grove Boulevard are one and two stories in height. Most homes in established neighborhoods farther to the south are single-family, although multi-family residential developments with upper-story units are also present.

Most of the land in the project vicinity is relatively flat, although some subtle but important local variations in topography occur. The above mentioned sensitive receptors would be adjacent to the proposed fire station. However, 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. The noise walls and raised berms would provide noise protection to the new residential units from the proposed fire station as well as from roadway traffic.

The primary differences between the previously analyzed and proposed NRSP Phase II is the development of a 14.9-acre site for the St. Clare Catholic Church Parish and parochial school, at Junction Boulevard and Woodcreek West Road in Neighborhood D, the increase in commercial development, and the changed housing mix. These changes would increase traffic by approximately 4,266 trips per day, or approximately 17 percent. This change would not substantially alter noise levels projected in the NRSP EIR (see Table 4.11-7 in the NRSP EIR).

As stated on pages 4.11-23 and 4.11-24 in the NRSP EIR, Mitigation Measure 4.11-1 would reduce noise exposure from project-related traffic to a less-than-significant level.

Mitigation Measure 4.11-1: Provide appropriate noise attenuation, e.g., barriers and/or setbacks, based on site-specific acoustical analyses.

For each roadway segment that would generate noise levels in the Plan Area exceeding City noise standards for proposed land uses, the contour distances presented in Table 4.11-8 can be used to determine the worst-case minimum setback distances that would be required in the absence of noise

barriers. The applicable City standard for the each proposed land use can be obtained from Table 4.11-4; the contour distances for the noise level equaling this standard (e.g., 60 dBA L_{dn} for residential development) represents the worst-case minimum setback. Project-specific acoustical studies are recommended to determine where site-specific conditions might warrant reduced setbacks and/or to assess sound wall requirements or enhanced building insulation where reduced setbacks are desired. Soundwalls could reduce noise levels as much as 5 dBA or even, depending on the circumstances, up to 10 dBA, and a doubling of distance from the roadway centerline would provide a reduction of approximately 3 dBA.

Compliance with Mitigation Measure 4.11-1 from the NRSP EIR would ensure that the proposed project would not result in any impacts due to an increase in noise other than those identified in the NRSP EIR. No further mitigation is required.

b. *This is a new item on the Checklist (per the October 1998 CEQA Guideline Revisions); therefore, it was not addressed in the NRSP EIR.*

The proposed project does not include uses that would generate excessive vibration or groundborne noise. Therefore, no impact would occur.

d. *See NRSP EIR Impact 4.11-1, in Section 4.11, Noise.*

As stated on page 4.11-22 of the NRSP EIR, construction of NRSP development could generate noise heard by residences at the north and south ends of the Sun City Roseville development, and residences south and east of the Woodcreek West property, as well as other nearby land uses. As stated on page 4.11-16 of the NRSP EIR, trucks carrying materials and equipment to and from the Plan Area during construction will increase local ambient noise conditions during construction of the project. Baseline noise associated with this traffic, however, is considered to be a short-term and intermittent. Expected noise levels of individual trucks is estimated using California Vehicle Noise (CALVENO) Emission Levels for heavy trucks, at constant speeds on level roads. Depending on speed traveled CALVENO projected noise levels for heavy trucks range from 79 to 86 dBA at 20 to 55 miles per hour, respectively.

Actual noise levels experienced at residences near construction areas will vary considerably depending on the type of equipment operating at a given time and the location of the residence relative to that equipment. The NRSP EIR found that construction noise would be a short-term, significant impact.

The proposed project would not change the area subject to construction, so the analysis in the prior EIR adequately addressed this impact, which would remain significant and unavoidable.

e. *See NRSP EIR Impact 4.11-3 in Section 4.11, Noise.*

The Plan Area is 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 Plan Area. As stated on page 4.11-23 of the NRSP EIR, aircraft noise is expected to have a less-than-significant impact on proposed land uses. The findings of the previous NRSP EIR adequately addresses this impact and no mitigation is necessary.

f. *This is a new item on the Checklist (per the October 1998 CEQA Guideline Revisions); therefore, this issue was not addressed in the NRSP EIR.*

The project site is not in proximity to a private air strip. Therefore, no impact would occur.

Issues		Potentially Significant Impact	Impact for which the NRSP EIR is Sufficient	New Less-Than-Significant Impact	No Impact
12.	**PUBLIC SERVICES.** *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:*				
a.	Fire protection?	☐	■	☐	☐
b.	Police protection?	☐	■	☐	☐
c.	Schools?	☐	■	☐	☐
d.	Parks?	☐	■	☐	☐
e.	Other public facilities?	☐	■	☐	☐

Discussion

Public services issues are discussed in Section 4.12, Public Services and Utilities on pages 4.12-1 through 4.12-75 of the NRSP EIR.

a. *See NRSP EIR Impact 4.12-12 in Section 4.12, Public Services and Utilities.*

As discussed on page 4.12-10 of the NRSP EIR, the Roseville Fire Department (RFD) provides fire protection services to the city. Currently the City operates four stations with additional stations to be constructed and staffed based on an increase in population. Under Phase I of the NRSP, a new fire station is proposed adjacent to the Plan Area to serve Neighborhoods A, B, and C.

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 RFD stated during review of the NRSP that Neighborhood D would not be adequately served by the existing stations. Mitigation Measure 4.12-3, below, would reduce this impact to a less-than-significant impact.

Mitigation Measure 4.12-3: Dedicate site or fund acquisition of new fire station.

The Fire Department will determine the appropriate location for a new fire station to serve Phase I development. The new station is expected to be located either in the southwest portion of the Mourier 140 property or in the area designated light industrial to the east of the Diamond Creek property (Neighborhood A). In either case, the location of the station shall ensure that the entire Phase I area is within the Department's response time standard. The Applicant shall either dedicate the Mourier 140 site or provide for acquisition of the site in the light industrial area, based on the Fire Department's selection of a site. The fire station will be funded through the Proposed Project's payment of the construction tax. The Fire Department shall construct the station as needed to serve Phase I and other development.

As part of Phase I project approval, the City will identify timing for construction of the new fire station in Neighborhood D (Woodcreek West). Construction of the new fire station should be timed with the issuance of building permits.

An interim fire station is located within Mahany Park at the intersection of Pleasant Grove and Woodcreek Oaks Boulevards. This station would be relocated to a permanent site proposed in the northeast corner of Neighborhood D. This interim station, along with the existing station on Junction Boulevard would serve the demand associated with development of Neighborhood D and would provide fire service and first response to emergencies to other areas within Phase II. The interim fire station would reduce any significant impacts on existing fire services to a less-than-significant level. The analysis in the prior EIR adequately addressed this impact. No additional mitigation is required.

b. *See NRSP EIR Impact 4.12-11 in Section 4.12, Public Services and Utilities.*

The City of Roseville Police Department (RPD) provides police protection services to the city, as discussed on pages 4.12-9 through 4.12-10 of the NRSP EIR. 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. However, the RPD would prefer that the ratio not fall below 1.22 officers per 1,000 population.

Full buildout of Phase II would contribute to increased demand for police services, the same or less than what was previously analyzed in the NRSP EIR. Based on the previous analysis, a total of approximately 7 new officers would be required to meet this increase in demand, which would be approximately the same number of officers required to serve the proposed project. The NRSP EIR included Mitigation Measure 4.12-2 to address the need for police services.

Mitigation Measure 4.12-2: Increase number of police officers.

Revenues generated by sales tax and property tax, and other sources as a result of project implementation would increase the City's general fund which would be expected to partially pay for the additional law enforcement personnel required. Therefore, the

increase in demand for police services would be considered a less-than-significant impact. The analysis in the prior EIR adequately addressed this impact. No additional mitigation is required.

c. *See NRSP EIR Impacts 4.12-16 and 4.12-17 in Section 4.12, Public Services and Utilities.*

The proposed project encompasses the Roseville Joint Union High School District (RJUHSD), the Dry Creek Joint Elementary School District (DCJESD), and the Roseville City School District (RCSD). The RJUHSD serves grades 9 through 12 and operates a total of six high schools. The RJUHSD would serve students that live Neighborhoods C and D. The DCJESD includes five schools and would serve students in Neighborhood D. The RCSD provides elementary and middle school facilities to the City and would serve students from Neighborhood C. The current school enrollment of the RJUHSD as of October 1998 is shown in Table 4-5.

All new development within the City is required to pay 'Stirling fees' or school impact fees to help construct new schools and to purchase equipment which may be required to accommodate new students. Funding for new school construction is provided through State and local revenue sources. However, due to the passage of Proposition 1A in November 1998, Senate Bill 50 (SB 50) was enacted to change the way school district's can levy developer fees. SB 50 enables the district to collect a fee that is equal to the Stirling fee. Where justified, SB 50 allows the district to collect additional fees in an amount which would approximate 50 percent of the cost of additional facilities. However, the district must meet specific requirements before this fee can be levied. The RJUHSD is currently pursuing approval from the State to levy these additional fees.

The proposed project would generate demand for school services. The total number of residential units under the proposed project is 109 residential units lower than the compared project analyzed in the NRSP EIR. The total number of low density residential units have been decreased by 65 units and the units designated for medium density have been reduced by 154 units in the revised Phase II. Also, a total of 110 low density units have been replaced with 100 high density units. Therefore, the number of students generated under the revised Phase II would be less than analyzed in the NRSP EIR. Approximately 1,500 students would be generated by the proposed project, compared to 1,632 students under the NRSP EIR. As shown in Tables 4-6 through 4-8, the proposed project would generate 476 students in the RJUHSD, 790 students in the DCESD, and 233 students in the RCSD. Table 4-9 summarizes the differences in student generation by the district.

TABLE 4-5

ENROLLMENT/CAPACITIES OF THE RJUHSD

School	Permanent Capacity	Current Enrollment as of 10/98	% of Capacity
Roseville	1,446	1,165	81%
Oakmont	1,516	1,140	75%
Woodcreek	1,660	1,892	114%
Granite Bay	1,600	1,698	106%
Adelante	165	190	115%
Success	32	20	63%
Total	**6,419**	**6,105**	**95%**

Source: Roseville Joint Union High School District, December 1998.

TABLE 4-6

NORTH ROSEVILLE SPECIFIC PLAN
STUDENT GENERATION IN THE ROSEVILLE CITY SCHOOL DISTRICT

Residential Type	Number of Units	Students Per Unit		Number of Students (K-6)	Existing School Capacity
Single Family	452	Grades K-6	0.3456	183	600
		Grades 7-8	0.0095	50	800
TOTAL STUDENTS (Grades K-8)				233	

SOURCE: Roseville City School District; North Roseville Specific Plan, 1999.

TABLE 4-7

NORTH ROSEVILLE SPECIFIC PLAN STUDENT GENERATION IN THE DRY CREEK JOINT ELEMENTARY SCHOOL DISTRICT (NEIGHBORHOOD D)

Residential Type	Number of Units	Students Per Unit		Number of Students (K-8)	Existing School Capacity
Single Family (Detached)	1,458	Grades K-5	0.3480	584	750 (K-5)
		Grades 6-8	0.1140		
Multi-family (Attached)	446	Grades K-5	0.1710	206	1,100 (6-8)
		Grades 6-8	0.0900		
TOTAL STUDENTS (Grades K-8)				790	

SOURCE: Dry Creek Joint Elementary School District; North Roseville Specific Plan, 1999.

TABLE 4-8

NORTH ROSEVILLE SPECIFIC PLAN STUDENT GENERATION IN THE ROSEVILLE JOINT UNION HIGH SCHOOL DISTRICT

Residential Type	Number of Units	Students Per Unit		Total Number of Students (9-12)	Existing School Capacity
Single Family	1,910	Grades 9-12	0.2362	476	1,800
Multi Family	556	Grades 9-12	0.0445		
TOTAL STUDENTS (Grades 9-12)				476	

SOURCE: Roseville City School District; North Roseville Specific Plan, 1999.

TABLE 4-9

STUDENT GENERATION COMPARISON

	NRSP EIR	PROPOSED PROJECT
K - 5 (Dry Creek ESD)	622	584
6 - 8 (Dry Creek ESD)	245	183
K - 6 (Roseville City SD)	219	206
7 - 8 (Roseville City SD)	23	50
9-12	523	476
Total	1,632	1,499

Source: See Tables 4.12-25 through 4.12-27 from NRSP EIR and Tables 4-6 through 4-8 of this SEIR.

To accommodate the anticipated increase in school-age children, three school sites are provided in Phase I which includes two elementary schools and an intermediate school. The proposed project also designates a new parochial school to be developed in Neighborhood D along with the elementary school already included in the NRSP EIR analysis. As stated in the NRSP EIR, the construction and operation of these new schools would accommodate students generated under Phase II. In addition, payment of required fees required by the school districts along with compliance with General Plan policies FC-2 and FC-3, which require adequate school facilities be available and the financing and for new schools be identified and secured before new residential development is approved. Compliance with these requirements would reduce impacts on schools associated with implementation of Phase II to a less -than-significant level. Because the proposed project would reduce the demand for school facilities, the analysis in the prior EIR adequately addressed this impact.

d. *See NRSP EIR Impact 4.12-19 in Section 4.12, Public Services and Utilities.*

Within the City of Roseville there are a variety of park facilities as discussed on pages 4.12-22 through 4.12-24 of the NRSP EIR. The City has defined parklands to include developed parks, recreational open space, and joint-use park/school facilities. Within the city there are approximately 62 active and passive parks maintained by the City's Parks and Recreation Department. To provide ample parkland to address increased growth, the City has adopted a park-to-population standard of nine acres per 1,000 residents broken down by 3 acres of neighborhood/community park, 3 acres of city-wide park/community, and 3 acres open space/passive.

Parks and recreation facilities are funded through a variety of mechanisms. The City has adopted the Neighborhood and Community Park Fee (Roseville Municipal Code, Chapter 4.36) which varies in amount depending upon the neighborhood (and corresponding

population). This fee is collected from all residential units. In addition to the Neighborhood and Community Park Fee, the City adopted the City-Wide Park Fee (Roseville Municipal Code , Chapter 4.38). The City-Wide Park Fee is also collected on all residential units and is allocated for large-scale active recreation facilities intended to serve the entire city.

The proposed project includes 29.1 acres of active parks, 0.5 acres less than analyzed in the NRSP EIR, and 111.1 acres of open space, a decrease of 0.6 acres from the amount assumed in the NRSP EIR. The decrease in parks and open space is not considered substantial; therefore, as discussed in the NRSP EIR, Phase II in combination with Phase I would provide sufficient parkland to accommodate the proposed population, which would be slightly less than what was assumed in the NRSP EIR due to the decrease in low density residential units. The 29.1 acres of parks provided by the proposed project would exceed the City standard of nine acres per 1,000 residents. Therefore, the impact on parks is considered less than significant. The analysis in the prior EIR adequately addressed this impact, and no mitigation is required.

e. *See NRSP EIR Impacts 4.12-14, 4.12-15, 4.12-18, and 4.12-20 in Section 4.12, Public Services and Utilities.*

The NRSP EIR addressed potential impacts on increased demand on electrical supply, natural gas, library services, cable television, and telephone services. As discussed above, because 109 fewer residential units would be developed under Phase II the impact would be less severe than identified under the NRSP EIR. No significant impacts on any of these facilities were identified in the prior EIR; therefore, the analysis in the prior EIR adequately addressed these impacts. No mitigation is required.

In response to the NOP, Placer County stated that the proposed project could increase demand for County services. The County does provide some service to City residents, such as social services. Such services would be funded through property taxes and fees, and would not have significant environmental effects as a result of project demand.

Issues		Potentially Significant Impact	Impact for which the NRSP EIR is Sufficient	New Less-Than-Significant Impact	No Impact
13.	**UTILITIES AND SERVICE SYSTEMS.** *Would the proposal:*				
a.	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	■	☐	☐
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?	☐	■	☐	☐
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?	☐	■	☐	☐
d.	Are sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	■	☐	☐
e.	Has the wastewater treatment provider which serves or may serve the project determined that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	■	☐	☐
f.	Is the project served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	■	☐	☐

Discussion

Utilities and service system issues are discussed in Section 4.12, Public Services and Utilities on pages 4.12-1 through 4.12-75 of the NRSP EIR and Section 4.4, Hydrology and Water Quality on pages 4.4-1 through 4.4-29.

a,e. *See NRSP EIR Impacts 4.12-9 and 4.12-10 in Section, 4.12, Public Services and Utilities.* Wastewater generated by the NRSP was analyzed on pages 4.12-41 through 4.12-44 and page 4.12-59 of the NRSP EIR.

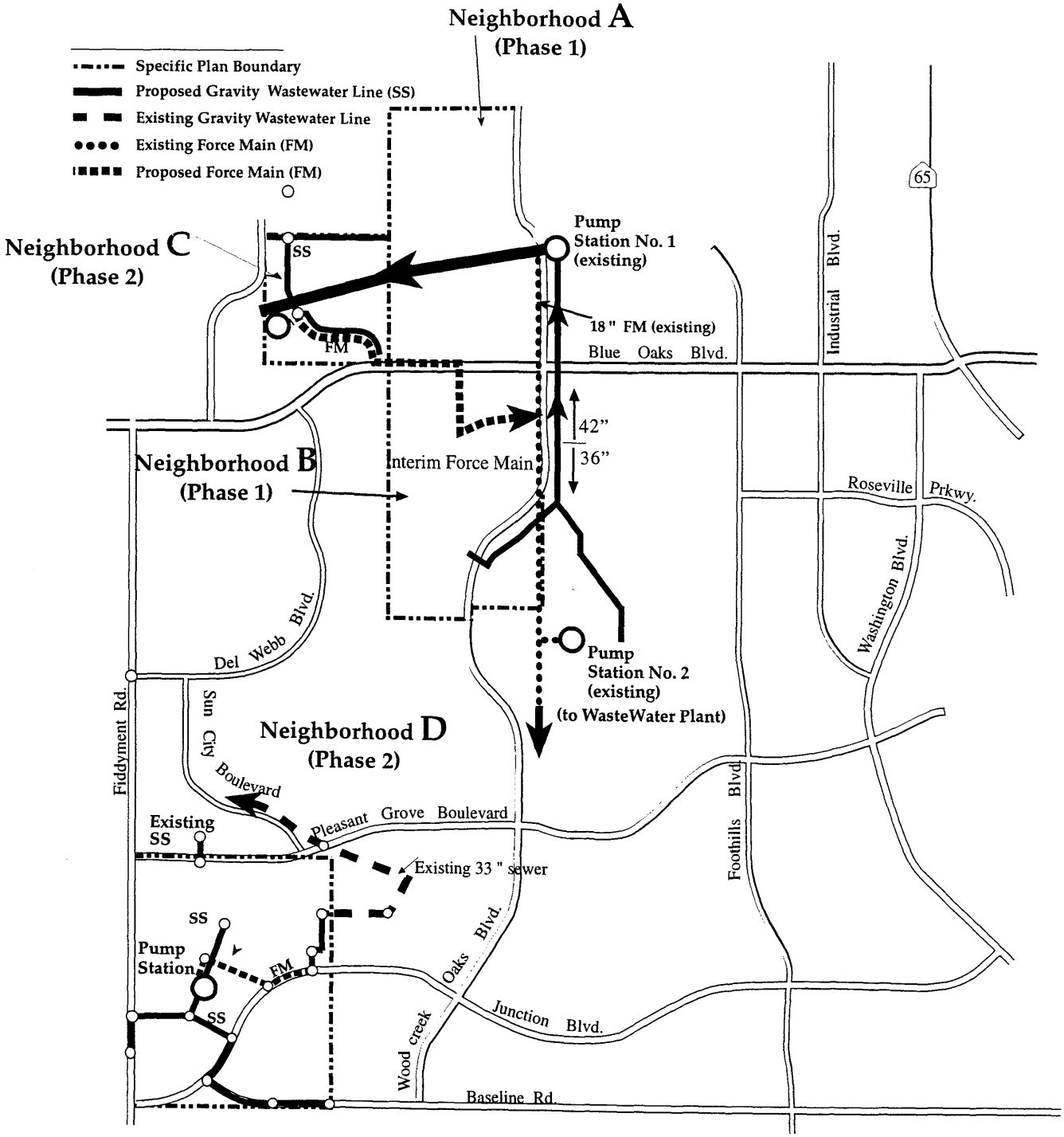
Wastewater from the project would be conveyed to the Roseville Regional Wastewater Treatment Plant (WWTP) for treatment. The WWTP provides tertiary-level wastewater treatment through the process of screening, grit removal, primary clarification, aeration, secondary clarification, filtration, chlorination, and dechlorination. The plant is permitted to discharge a total dry weather flow of 18 million gallons per day (mgd) into Dry Creek and a total wet weather flow of 45 mgd, under the plant NPDES permit.

The plant currently meets all stringent state and federal water quality standards. It is not anticipated that wastewater contributed by the proposed project would lead to the WWTP exceeding the requirements of the Regional Water Quality Control Board. Therefore, this impact is considered less than significant.

The proposed project would generate demand for wastewater conveyance and treatment. Fewer units would be developed under the proposed project compared to the project analyzed in the NRSP EIR, so there would be a slight decrease in wastewater demand associated with the project compared to the project analyzed in the NRSP EIR. The proposed project is estimated to contribute an average daily flow of .69 mgd and a maximum flow of 1.73 mgd. The WWTP currently treats an average dry weather flow of 13 mgd and a wet weather flow of 45 mgd. Project implementation would not exceed current WWTP treatment capacity. In addition, the City is planning on expanding the plant to meet the projected increase in demand of the city as well as other incorporated and unincorporated areas served by the plant through the year 2010. The NRSP EIR found that the existing facility has capacity to serve the project. Because the proposed project would not increase wastewater generation, this impact is considered less than significant.

b. *See NRSP EIR Impact 4.12-4, 4.12-8, and 4.12-9 in Section 4.12, Public Services and Utilities.*

As discussed in the Public Services and Utilities section of the NRSP EIR, development of the proposed project would require construction of a wastewater collection system which would connect into existing city sewer mains. A new wastewater treatment plant is proposed on Pleasant Grove Creek which would result in conveying wastewater from portions of Phase I and from Neighborhood C through a new Pleasant Grove Creek trunk sewer along the Pleasant Grove Creek alignment. Before the new Pleasant Grove WWTP is operational, wastewater from Neighborhood C would be pumped from an interim pump station located near the western edge of Neighborhood C along Pleasant Grove Creek to the new Pleasant Grove Creek trunk sewer. The sewage would be pumped through the force main in Blue Oaks Boulevard to be treated. In addition, new pump stations would be constructed in both Neighborhoods C and D in order to convey the increased flow of wastewater for treatment. The proposed wastewater system is shown in Figure 4-1.



N No Scale

SOURCE: City of Roseville, Wade Associates, *North Roseville Specific Plan*, July 1998; EIP Associates, February 1999. 10216

EIP ASSOCIATES

Figure 4-1
Wastewater Collection System

The proposed project would also increase demand for water treatment and conveyance. As discussed under Impact 4.12-4(B) of the NRSP EIR, water treatment capacity is not adequate to serve full buildout of the NRSP and other approved development in the City, (please see the discussion under item d. for more detail on the City's current and planned water supply, treatment and conveyance improvements). NRSP EIR Mitigation Measure 4.12-1 would reduce this impact to a less-than-significant level.

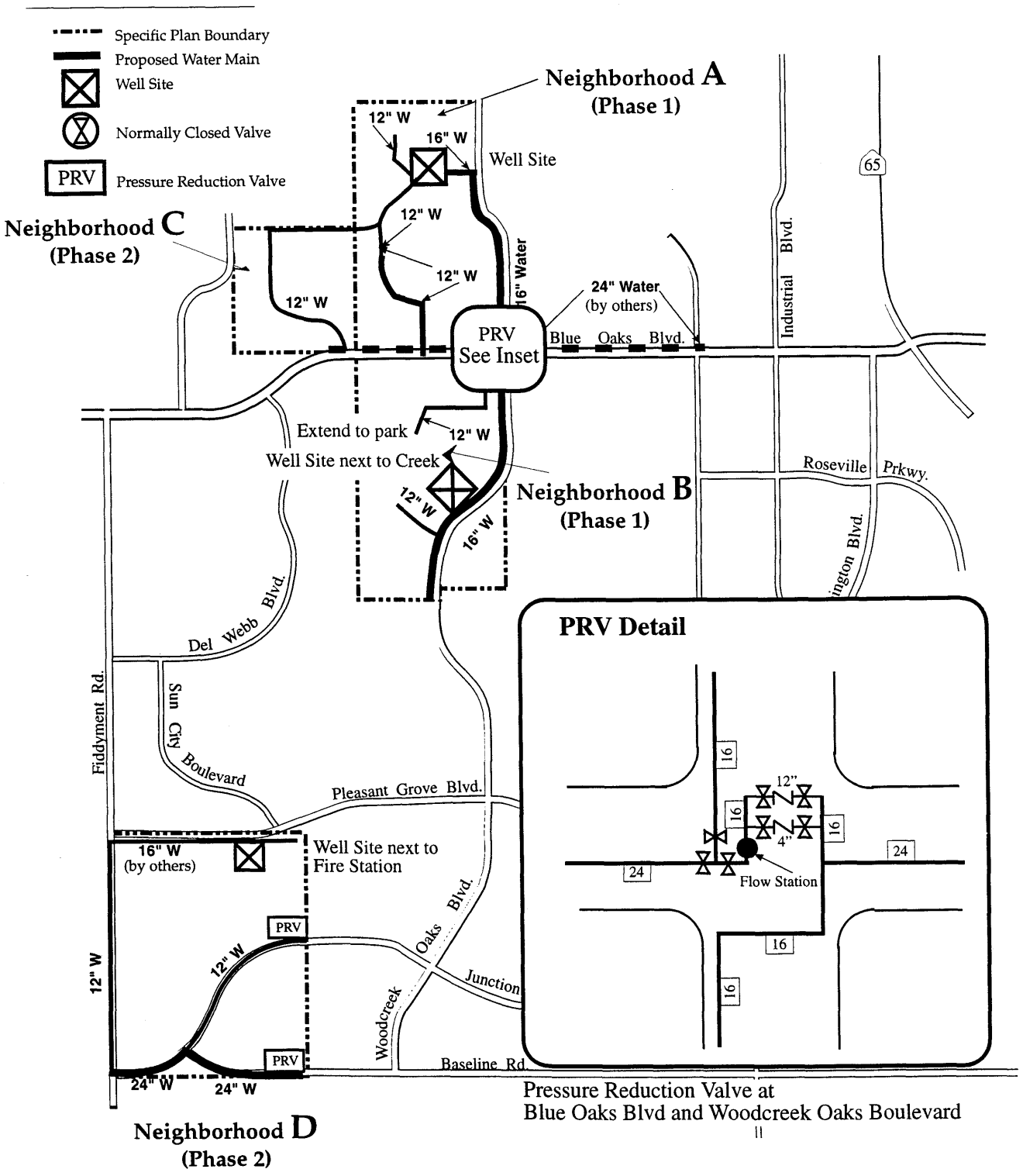
> *Mitigation Measure 4.12-1: Restrict development until water treatment capacity increases.*
>
> To ensure adequate water treatment capacity is available, the City of Roseville shall restrict each development within the Plan Area until adequate water treatment capacity is available.

The City's existing water system infrastructure is located adjacent to the Plan Area. The ultimate size and the exact location of the water infrastructure required to serve the project has been finalized during the final design phase of Phase II. It is anticipated that Neighborhood D will connect into the existing 16-inch water line in Pleasant Grove Boulevard, the 24-inch line in Baseline Road and the 12-inch water line in Junction Boulevard. A 12-inch line in Fiddyment Road will complete the loop in the water system between Pleasant Grove Boulevard and Baseline Road. In Neighborhood C a 12-inch water line will connect into the city's existing 24-inch water main in Blue Oaks Boulevard. Two pressure reducing stations are proposed in Neighborhood D. The proposed water system is shown on Figure 4-2.

The construction of infrastructure required to convey water and wastewater including reclaimed water throughout the Plan Area has been fully addressed in the NRSP EIR. No significant environmental effects associated with the construction of these facilities were noted. Adequate water and wastewater facilities are proposed to serve the project; therefore, the impact is considered less than significant.

c. *See NRSP EIR Impact 4.4-2 in Section, Hydrology and Water Quality.*

As discussed in the Hydrology and Water Quality Section of the NRSP EIR, the proposed project would include construction of on-site storm drainage system to accommodate the increase in storm drainage flows. No storm drainage facilities exist on the site. Runoff characteristics are defined by topography, slopes, vegetative cover, soil types, and the amount of impermeable surface area. Soils throughout the Plan Area are considered to have low infiltration rates, except in stream channels. The substantial increase in impervious surface area would affect drainage patterns and flow rates. During preparation of the NRSP EIR, the engineering firm, CH2M Hill, determined that the increase in impervious surface area would be 30 percent for Neighborhood C and 38 percent for Neighborhood D. Although the amount of developed area is slightly less than that which was analyzed in the NRSP EIR, due to the reduction in the number of residential units in Neighborhood C, this level of impervious surface area is assumed for this evaluation as well.



N No Scale

SOURCE: City of Roseville, Wade Associates, *North Roseville Specific Plan*, July 1998; EIP Associates, February 1999. 10216

EIP ASSOCIATES

Figure 4-2
Water Distribution System (Phases I and II)

Based on the results from the modeling performed by CH2M Hill (as discussed under Impact 4.4-2 on page 4.4-19 of the NRSP EIR) it was determined that due to runoff timing the future 100-year and smaller flood peak flow rates along Pleasant Grove Creek would be slightly reduced from existing conditions due to changes in timing runoff. Based on the modeling estimates, no on-site detention basins were required to manage peak flows in Neighborhood C. However, in Neighborhood D, two on-site detention facilities have been identified to manage peak flow rates. One detention basin would be located in the western half of Woodcreek West park and would occupy an approximately six-acre site. The basin would have the capacity to handle 12 - 13 acre-feet of water. The second detention basin would be located to the south in an area designated for recreation/open space uses. This basin would be approximately three acres in size and would accommodate between 4 to 5 acre-feet of water. The detention basins have been sized to detain post-development flows to pre-development levels as a means of mitigating the project's contribution to increased creek flows, so that on- and off-site flooding would not be exacerbated. Therefore, the impact on storm drainage is considered less than significant.

d. *See NRSP EIR Impacts 4.12-1 and 4.12-3 in Section 4.12, Public Services and Utilities.*

As discussed in the Public Services and Utilities section of the NRSP EIR, most of the City's water supply is provided from the United States Bureau of Reclamation (USBR) and the Placer County Water Agency (PCWA). The USBR manages Folsom Reservoir where a portion of the city's water is allocated. The City is entitled to 62,000 acre feet per year of water; however, due to restrictions in the USBR transmission facilities the city is limited to receiving only 42 mgd instead of their fill allotment to 55.3 mgd. To obtain more water, the City of Roseville, City of Folsom, and the San Juan Water District are upgrading the existing USBR Folsom Dam Pumping Facility to increase conveyance capacity for Roseville from 42 mgd to 96 mgd. The City is also constructing a new raw water line from Folsom reservoir to the City's Water Treatment Plant and upgrading and expanding the water treatment plant. That project is currently going through the environmental review process.

The City is currently entitled to receive 55.3 mgd of water. The proposed project is estimated to increase the demand for water by slightly less than the 1.73 mgd that would be needed by the project analyzed in the NRSP EIR. Using the city's current citywide average water demand of 40 mgd, the addition of Phase II demand would not exceed existing water entitlements for the City. In addition, the City has plans to expand the Water Treatment Plant to accommodate treating a greater volume of water to meet the projected increase in demand anticipated to occur within the next twenty years. As discussed under Impact 4.12-3 in the NRSP EIR, all new landscaping would be designed to comply with the City's Water Efficient Landscape Requirements, in combination with the City's Conservation and Drought Mitigation Plan, which would ensure that the impacts under Phase II would remain less than significant, the same as the prior EIR. Because the proposed project would generate less demand for water compared to what was

analyzed in the NRSP EIR, and the NRSP EIR found sufficient water supplies would be available to meet the demand associated with the project, the impact is considered less than significant.

f. *See NRSP EIR Impact 4.12-13 in Section 4.12, Public Services and Utilities.*

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 life expectancy of the landfill was approximately 25 years. 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 2000. Compliance with this mandate would further lengthen the lifespan of the landfill. The population analyzed in the NRSP EIR for Phase II was anticipated to generate approximately 8,543 tons of solid waste per year not accounting for compliance with waste reduction goals. Because adequate landfill capacity is available the impact was determined to be less than significant in the NRSP EIR. The proposed project would generate less than assumed under the NRSP EIR, because fewer residents would be constructed. Because the proposed project would generate fewer residents the impact would still be considered less than significant and no additional mitigation would be required.

Issues		Potentially Significant Impact	Impact for which the NRSP EIR is Sufficient	New Less-Than-Significant Impact	No Impact
14.	**AESTHETICS.** *Would the proposal:*				
a.	Have a substantial adverse effect on a scenic vista?	☐	■	☐	☐
b.	Damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	☐	☐	☐	■
c.	Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	■	☐	☐
d.	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	■	☐	☐

Discussion

Aesthetic issues are discussed in Section 4.7, Aesthetics and Visual Resources on pages 4.7-1 through 4.7- 17 of the NRSP EIR.

a. *See NRSP EIR Impact 4.7-1 in Section 4.7, Aesthetics and Visual Resources.*

As discussed in the NRSP EIR on page 4.7-16, the existing undeveloped character of the Plan Area would be significantly and permanently altered due to implementation of the NRSP. With the proposed project, slightly less land would be designated undeveloped open space than assumed in the NRSP EIR. Views from the surrounding area to the site would be affected because the existing character of the site would be significantly altered. The NRSP EIR found the change in visual character to be a significant and unavoidable impact. The visual character of the proposed project would be essentially the same as the Phase II analyzed in the NRSP EIR, so the impact would be unchanged and would remain significant and unavoidable.

b. *This is a new item on the checklist (per the October 1998 CEQA Guideline Revisions); Therefore, this issue was not addressed in the NRSP EIR.*

The Plan Area is not located near or within a State scenic highway. Project implementation would involve removing some trees and rocks on the project site, no historic buildings are located on the site so these resources would not be affected. However, because the Plan Area is not located within a State Scenic highway, no impact would occur associated with the loss of these visual resources.

c. *See NRSP EIR Impact 4.7-1 in Section 4.7, Aesthetics and Visual Quality.*

Development of the Plan Area would urbanize approximately 653 acres that are presently undeveloped. Development of this site would significantly and permanently alter the visual character of this area. A total of 111.1 acres, a slight decrease from the project analyzed in the NRSP EIR, would remain as undeveloped open space with an additional 29.1 acres designated for parks, 0.5 acres less than the original NRSP EIR. The slight reduction (less than one percent) in open space would not increase the severity of the impacts. Nonetheless, as discussed in the NRSP EIR, because the majority of grasslands that characterize the site would be developed the area would lose much of its undeveloped character. Therefore, the impact would remain significant and unavoidable.

d. *See NRSP EIR Impact 4.7-4 in Section 4.7, Aesthetics and Visual Quality.*

As discussed in the NRSP EIR on page 4.7-15, glare is caused by light reflections from pavement, vehicles and certain building materials such as reflective glass and polished surfaces. During the daylight hours, the amount of existing glare depends upon the intensity and direction of sunlight. Artificial lighting can also create glare. In commercial and business/professional areas, windows comprise a large portion of the buildings surface, creating the potential for glare. However, the commercial uses proposed in Neighborhood D are not anticipated to be large enough to generate substantial glare.

Lighting of parks in areas adjacent to residential uses could result in an increase in light and glare. Typically, City parks do not use "cut-off" fixtures because lights used for athletic fields are normally shut off after games, generally not after 10:30 p.m. Due to the limited duration of park lighting, it is not anticipated that any adjacent residential uses would be affected by light or glare caused by these uses. Therefore, the impact is unchanged from the NRSP EIR and would remain less than significant.

Issues		Potentially Significant Impact	Impact for which the NRSP EIR is Sufficient	New Less-Than-Significant Impact	No Impact
15.	**CULTURAL RESOURCES.** *Would the proposal:*				
a.	Cause a substantial adverse change in the significance of a historical resource which is either listed or eligible for listing on the National Register of Historic Places, the California Register of Historic Resources, or a local register of historic resources?	☐	■	☐	☐
b.	Cause a substantial adverse change in the significance of a unique archaeological resource (i.e., an artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it contains information needed to answer important scientific research questions, has a special and particular quality, such as being the oldest or best available example of its type, or is directly associated with a scientifically recognized important prehistoric or historic event or person)?	☐	■	☐	☐
c.	Disturb or destroy a unique paleontological resource or site?	☐	■	☐	☐
d.	Disturb any human remains, including those interred outside of formal cemeteries.	☐	☐	☐	■

Discussion

Cultural resources are discussed in Section 4.6, Cultural Resources on pages 4.6-1 through 4.6- 12 of the NRSP EIR.

a. *See NRSP EIR Impacts 4.6-1 and 4.6-2 in Section 4.6, Cultural Resources.*

Peak and Associates conducted a cultural resource survey of the NRSP area during preparation of the NRSP EIR. Based on their findings no historic or archaeological resources were located in Neighborhood D. However, two potentially significant cultural sites (CA-PLA-138 and CA-PLA-429) were located in Neighborhood C. The same area would be disturbed under the revised Phase II; therefore, it is assumed the same impact would occur on these resources. As discussed in the NRSP EIR, specific mitigation

measures would be required to minimize impacts on potentially significant historic sites. The land use plan for Neighborhood C analyzed in the NRSP EIR identified site CA-PLA-138 as land designated for future residential and open space uses. The revised Phase II also proposes to develop a portion of the site CA-PLA-138. Because the revised land use plan for Phase II does not change the land use boundaries as they relate to CA-PLA-138 from the original land use plan for Neighborhood C, the impacts are consistent with those analyzed in the NRSP EIR. The NRSP EIR identified Mitigation Measures 4.6-1, and 4.6-2(a) and (b) to reduce cultural resource impacts. Avoidance, preservation and/or recordation of these resources would reduce impacts. Therefore, the impact on cultural resources would be unchanged from the prior EIR and would remain less than significant.

Mitigation Measure 4.6-1

Cease work and consult a qualified archaeologist.

In the event of the discovery of buried archaeological deposits it is recommended that project activities in the vicinity of the find should 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.

Mitigation Measure 4.6-2(a)

Conduct archaeologic testing.

Mitigation Measure 4.6-2(b)

Preserve or record sites consistent with CEQA.

Prior to any grading, excavation, or construction within the boundary of the archaeological site CA-PLA-138 (defined on Maps 2 and 3 in the "Site Boundary Definition of Archaeological Sites CA-PLA-138 and CA-PLA-429" report prepared by Peak & Associates, Inc. on September 1, 1994, and contained in the confidential Cultural Resource Appendix to this document), a qualified archaeologist shall conduct archeological testing to obtain data that would address the issue of site importance under CEQA. The monitoring of the grading activity shall be within an area 50 feet in width (25 feet north and south of the existing dirt road) and 50 feet in length (beginning at the eastern edge of the border of the parcel). This area of monitoring encompasses 2,500 square feet, or 0.06 acres.

Under CEQA guidelines, archeological site CA-PLA-138 could be simply avoided or capped (after the accurate extent of the sites are known) as outlined in *Supplementary Document J*, Section II-B, without any assessment of whether or not the sites are "important archaeological resources".

If site CA-PLA-138 is found to be significant under CEQA, and it is to be destroyed, the site shall be fully recorded by a qualified archaeologist.

Compliance with Mitigation Measures 4.6-1 and 4.6-2(a) and (b) from the NRSP EIR would ensure that the proposed project would not result in any impacts due to cultural resources other than those identified in the NRSP EIR. No further mitigation is required.

b. *See NRSP EIR Impacts 4.6-1 and 4.6-2 in Section 4.6, Cultural Resources.*

The NRSP EIR found that no unique archaeological resources have been located on the Plan Area. As discussed above under item a., two potentially significant cultural sites were identified in Neighborhood C. These sites have not been identified as "unique" resources. It is not anticipated that implementation of Phase II would result in a substantial adverse change in the significance of the potentially significant resources identified because the same area would likely be disturbed as analyzed in the NRSP EIR. The NRSP EIR identified that future development of the site would be required to comply with Mitigation Measures 4.6-1 and 4.6-2 (a) and (b) which would mitigate any impacts on any unknown resources to a less-than-significant level.

c. *See NRSP EIR Impacts 4.6-1 and 4.6-2 in Section 4.6, Cultural Resources.*

No unique paleontological site is known to exist on the Plan Area, as noted in the NRSP EIR. If during project construction a unique paleontological resource is identified the construction contractor would be required to comply with Mitigation Measure 4.6-1, 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.

d. *This is a new item on the checklist (per the October 1998 CEQA Guideline Revisions); therefore, this issue was not addressed in the NRSP EIR.*

No human remains are known to exist on the Plan Area. No cemeteries have been identified as being present on the site. Therefore, it is anticipated that no impact on human remains would occur.

Issues		Potentially Significant Impact	Impact for which the NRSP EIR is Sufficient	New Less-Than-Significant Impact	No Impact
16.	**RECREATION.** *Would the proposal:*				
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?	☐	■	☐	☐
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?	☐	■	☐	☐

Discussion

Recreation issues are discussed in Section 4.12, Public Services and Utilities on pages 4.12-1 through 4.12-75 of the NRSP EIR.

a. *See NRSP EIR Impacts 4.12-19 in Section 4.12, Public Services and Utilities.*

Within the City of Roseville there are a variety of park facilities as discussed on pages 4.12-22 through 4.12-24 of the NRSP EIR. The City has defined parklands to include developed parks, recreational open space, and joint-use park/school facilities. Within the city there are approximately 62 active and passive parks maintained by the City's Parks and Recreation Department. To provide ample parkland to address increased growth, the City has adopted a park-to-population standard of nine acres per 1,000 residents broken down by 3 acres of neighborhood/community park, 3 acres of city-wide park/community, and 3 acres open space/passive.

As stated in the NRSP EIR, implementation of the proposed project would increase the population in the City contributing to increased demand on city-wide recreational resources. Fewer residents are expected under the proposed project than assumed under the NRSP EIR because overall fewer residences are proposed. No recreational facilities currently exist on the site. The proposed project includes 29.1 acres of active parks, 0.5 acres less than analyzed in the NRSP EIR, and 111.1 acres of open space, a decrease of 0.6 acres from what was assumed under the NRSP EIR. Because the proposed project includes the construction of parks in excess of the nine acres per 1,000 residents required by the City, implementation of the project is not anticipated to increase the demand on existing neighborhood parks outside of the Plan Area. Further, all new residential construction would be required to pay the City-Wide Park Fee to provide resources for city-wide

recreational facilities to be maintained and developed should physical deterioration occur. Therefore, the analysis in the prior EIR adequately addressed this impact, the impact is considered less than significant.

b. *See NRSP EIR Impact 4.12-9 in Section 4.12, Public Services and Utilities.*

The proposed project includes development of active parks as well as passive open space. Virtually the same amount of acreage is designated for active parks (0.5 acres less under the proposed project) as what was analyzed in the NRSP EIR; however, there would be a slight reduction in the number of acres designated for open space. Any impacts associated with the construction of parks were addressed in the NRSP EIR and no impacts were identified. It is not anticipated that any substantial recreational facilities would be constructed that would result in a significant adverse effect on the environment. The reduction of land set aside for open space would not change the significance of the impact. The analysis in the prior EIR adequately addressed this impact; therefore, impacts associated with construction of active recreational facilities are considered less than significant.

Issues		Potentially Significant Impact	Impact for which the NRSP EIR is Sufficient	New 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 the potential to achieve short-term, to the disadvantage of long-term, environmental goals?	☐	■	☐	☐
c.	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)?	☐	■	☐	☐
d.	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	■	☐	☐

Discussion

Cumulative and growth-inducing issues are discussed in Section 5, CEQA Considerations on pages 5-5 through 5-23.

a. As discussed under Item 8, Biological Resources, implementation of the proposed project would have the potential to degrade the quality of the environment, reduce the habitat of a protected species, and threaten an existing plant community. Mitigation Measures 4.5-1 through 4.5-4 would help to offset impacts on biological resources that exist on the Plan

Area; however, some of the impacts would remain significant and unavoidable. The proposed project would not increase the severity of the impacts identified under the NRSP EIR and discussed under Item 8; therefore, the proposed project would not result in the creation of any additional significant impacts.

No important examples of California history or prehistory are threatened due to implementation of the proposed project, as discussed under Item 15, Cultural Resources. Two potentially significant culturally historic sites were identified on the project site and one of the sites is designated for future development. However, because the same areas would be disturbed as those analyzed under the NRSP EIR, the impacts on cultural resources are identical to the NRSP EIR. Compliance with Mitigation Measures 4.6-1 and 4.6-2(a) and (b) would reduce any impacts associated with the potential loss of this resources to a less-than-significant level.

b. Development of the Plan Area would result in the conversion of currently undeveloped lands into an urbanized environment. As discussed throughout this Initial Study, implementation of the project would result in the loss of environmental resources. The negative long-term effects on the environment would be a loss of habitat, loss of protected special-status species, decline in air quality, increase in noise, increase in traffic, increase in demand for public services, etc. All of these effects were fully addressed in the NRSP EIR and can be either fully mitigated or were determined by the City to be acceptable in light of the overriding considerations (benefits) of the project.

c. The cumulative affects of development in this area of the City has changed since approval of the NRSP EIR. The cumulative effects of development have been analyzed in the Stoneridge Specific Plan EIR (SCH #97032058) (see pages 5-1 through 5-21), which assumed development of the entire NRSP Plan Area. The Stoneridge Specific Plan EIR identified the following significant and unavoidable cumulative impacts:

- increased potential of regional flooding;
- decreased water quality;
- loss of biological resources;
- alteration of the visual environment;
- degradation of intersection operating conditions;
- increased air pollutants from construction and operation;
- increased water demand; and
- short-term increases in noise due to construction.

Cumulative traffic impacts are addressed in detail under Item 7. The cumulative impacts associated with the proposed project would not be more severe than those identified in the Stoneridge Specific Plan EIR.

d. The proposed project would 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 would be exposed to increased air pollutants and noise associated with the project. All of these effects were fully addressed in the NRSP EIR and can be either fully mitigated or were determined by the City to be acceptable in light of the overriding considerations (benefits) of the project.

ENDNOTES

1. Placer County Flood Control and Water Conservation District, *Auburn Ravine, Coon, and Pleasant Grove Creeks Flood Mitigation*, June 1993, page ES-3.

5. ALTERNATIVES

5.0 ALTERNATIVES

5.1 INTRODUCTION

The primary intent of the alternatives evaluation in an EIR, as stated in Section 15126(d) of the CEQA Guidelines, is to "describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives." 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).

The choice of alternatives is guided by the need both to reduce or eliminate project impacts and to achieve project objectives. The objectives of the NRSP which apply to the proposed project as well, were used to identify appropriate alternatives are:

(1) Provide public services to meet the needs of development within the plan.

(2) Incorporate and preserve the oak woodlands, which provide a distinct identity, sense of organization and order for the Plan Area.

(3) Provide a housing supply near the employment centers in the northwest area of the city to enhance the potential for jobs/housing balance and to minimize trip length for employees.

(4) Provide a range of housing types and densities that include dwellings affordable to households in a variety of income categories, and provide residential and care facilities for seniors.

(5) Provide space for retail, commercial, and professional land uses to serve the Plan Area residents and the general public.

(6) Enhance neighborhoods by integrating natural areas through visual and pedestrian links and protect the woodland and creek environment in open space and parks.

(7) Provide a pedestrian and bicycle path system and access to public transit to encourage residents to minimize auto use.

(8) Complete the land use and infrastructure planning for the northwestern portion of the city.

(9) Provide land area for a church and parochial school.

5.2 ALTERNATIVES ADDRESSED IN THE NRSP EIR

The NRSP EIR evaluated a full range of alternatives, which are applicable to the proposed project. The NRSP EIR evaluated the following alternatives:

- **Alternative 1, No Project/No Development,** which assumed that no development occurs on the project site;

- **Alternative 2, No Project/Existing Zoning Only,** which assumed that the light industrial designations in Neighborhoods A and B were developed, but that no development would occur in the Urban Reserve areas (which includes Phase II);

- **Alternative 3, Existing Zoning and Urban Reserve Development,** which assumed that the existing light industrial designations were retained, and that the urban reserve contained in Phase I was developed with the residential, commercial and public uses identified for Phase I (Phase II would not be developed);

- **Alternative 4, Lower-Density,** which provided fewer residential units in Phase I, but on the same acreage as the Proposed Project (with no change to Phase II);

- **Alternative 5, Off Site,** which assumed that the same type and level of development proposed in the NRSP would occur in the East Plan Area (Stoneridge); and

- **Alternative 6, Junction Boulevard Realignment,** which assumed that Junction Boulevard would be extended in a straight line to form a "T" intersection with Fiddyment Road.

Chapter 5 of the NRSP EIR describes each of the above alternatives in detail, and evaluates the environmental effects that would be anticipated for each alternative.

5.3 ALTERNATIVES ANALYZED IN THIS SEIR

As explained in Chapter 1, Introduction, above, the City has adopted Phase I of the NRSP. The proposed project entails slightly modifying the land use plan for Phase II of the NRSP. This SEIR analyzes the difference between the proposed project and the prior Phase II. In Neighborhood D, the total number of residential units has remained the same as analyzed in the NRSPEIR; however, the number of low density units has been reduced by 110 units and replaced with 110 high density units. In addition, Neighborhood D includes a re-designation of residential to public/quasi-public to accommodate a church and a parochial school, a slight decrease in the total number of acres designated for open space, and a re-designation from high density residential to community commercial, and a change in the internal circulation system and a reduction in the total number of residential units in Neighborhood C from 561 to 452. Because the amount and type of development is very similar, the alternatives identified in the NRSP EIR do provide a "No Project" analysis to address the significant effects of Phase II as proposed. However, because the Lower-Density Alternative analyzed in the NRSP EIR did not alter Phase II, a "project" alternative specific to Phase II was not analyzed. Therefore, this SEIR evaluates an alternative that would reduce any new impacts identified in this SEIR, as well as the significant and unavoidable impacts that could occur.

As discussed in Chapter 4, the only new significant impact identified for the proposed project due to a change in circumstances is a decline in the LOS at the intersection of Fiddyment and Baseline Roads. This impact could be mitigated to a less-than-significant level with Mitigation Measure 1 (see page 4-28). No new significant and unavoidable impacts were identified for the proposed project. However, the project would contribute to the following potential significant and unavoidable impacts identified in the NRSP EIR:

- Loss of oak trees of greater than 6" dbh (short-term).
- Loss of vernal pools, seasonal wetlands and other jurisdictional wetlands.
- Loss of vernal pool plants and fairy shrimp.
- Loss of wildlife habitat.
- Conversion of undeveloped landscape to urban development.
- Increases in air pollution.
- Inconsistency with the regional Air Quality Attainment Plans.
- Short-term increases in noise due to construction.

The alternatives evaluated in this SEIR are:

- No Project/No Development,
- Phase II Lower Density,
- Phase II No Commercial,
- Realignment of Junction Boulevard, and
- Realignment of Fiddyment Road.

No Project/No Development Alternative

CEQA requires the evaluation of the comparative impacts of the "No Project" alternative (CEQA Guidelines Section 15126.6(e)). The No Project Alternative can be defined as the existing condition of the proposed project. The existing condition alternative describes an alternative in which the Plan Area would likely continue to be used primarily for grazing of cattle. The site-specific impacts of the existing conditions alternative are best described by the conditions presented in the setting sections of Chapter 4 of this SEIR. Under the No Project Alternative, the project site would not be developed, and the impacts identified in this SEIR would not occur. Please see the No Project/No Development discussion in Chapter 5 of the NRSP EIR for a complete discussion of the impacts of this alternative.

Phase II Lower-Density Alternative

The Lower-Density Alternative would provide fewer residential units overall by reducing the parcels designated for residential development. All of the areas designated for residential uses (parcels W-1, W-2, and W-3) in Neighborhood C north of Pleasant Grove Creek would be left as undeveloped open space. Other land uses in Neighborhood C and D would be the same. The main difference between this alternative and the proposed project is that this alternative would have 277 fewer residential units in Neighborhood C.

The Lower-Density Alternative includes 371.8 acres of residential uses, as opposed to 431.3 acres under the proposed project, with only 2,189 residential units, compared to 2,466 units under the proposed project. In addition, the amount of open space would increase to 167.3 acres under this alternative, an increase of approximately 60 acres. Under the Lower-Density Alternative, the other uses are similar to the proposed project, including 15.6 acres of commercial and 29.6 acres of parks. Like the proposed project, the Lower Density Alternative would have one elementary school, a church and a parochial school.

For this analysis, it is assumed that the roadway system and infrastructure would be the same as those planned for Neighborhood D; however, the roadways assumed in the northern portion of Neighborhood C would not be constructed; therefore, there would be no crossing across Pleasant Grove Creek required under this alternative. The evaluation of this Alternative assumes that General Plan policies, Improvement Standards, and Design Standards would be implemented, the same as the proposed project.

The following discussion evaluates the differences between the alternative and the proposed project for new and significant and unavoidable impacts in those impact areas where differences occur. It should be noted that the alternative would also reduce less-than-significant impacts, such as demand for public services, due to the reduction in the number of units developed.

Land Use

The Lower-Density Alternative would convert approximately 59.5 acres less of agricultural open space to urban uses. The loss of agricultural land would be similar to the proposed project; however, because approximately 60 acres would not be developed this impact would be considered less severe than the proposed project. The loss of grazing land would remain a less-than-significant impact because of the relatively low value and non-irrigation status of the Plan Area.

Conflicts with adjacent agricultural uses would be less than under the proposed project, because the Lower-Density Alternative would bring fewer residents into the Plan Area because the entire northern portion of Neighborhood C north of Pleasant Grove Creek would be set aside in undeveloped open space. Potential conflicts between internal uses, such as commercial and residential, and electrical utilities and residential, would differ little from the proposed project. For both the Lower-Density Alternative and the proposed project, all of these potential conflicts would be less than significant with the use of City and County required buffers and existing design guidelines and standards.

Based on the above analysis, land use impacts associated with the loss of agricultural land and any potential incompatibilities between adjacent uses under the alternative would be less severe than under the proposed project and would remain less than significant.

Biological Resources

Under the Lower Density Alternative, the Plan Area would be developed with the same uses, but approximately 60 more acres of open space would be provided. This includes preservation of all the areas of oak woodland identified on Neighborhood C. Biological impacts would be less severe than those identified under the proposed project because the 2.4 acres of oak woodlands would not be disturbed. As with the proposed project, construction impacts on wildlife, including raptors' nests, could be reduced to less-than-significant levels with implementation of Mitigation Measure 4.5-2, which calls for the development of construction protocols, and Mitigation Measure 4.5-4, which calls for specific avoidance procedures. Impacts on vernal pools could be reduced through preservation, recreation and/or purchase of mitigation bank credits (Mitigation Measure 4.5-3), and use of inoculate in new pools (Mitigation Measure 4.5-4), but the impact would remain significant and unavoidable, as would impacts on wildlife habitat, and vernal pool fairy shrimp.

Because fewer biological resources would be lost, the biological impacts of the Lower-Density Alternative would be less severe than those of the proposed project.

Aesthetics and Visual Quality

Under the Lower-Density Alternative, impacts would be similar to those under the proposed project. Development under this alternative would result in a change in the undeveloped character of the area, the introduction of artificial light and associated glare into a rural area, and aesthetic

impacts related to construction activities adjacent to newly occupied residential dwellings. The change in visual character of the area would be found significant as it was with the proposed project, and the remaining impacts would be less than significant due to compliance with the City's design standards and the NRSP Design Guidelines.

Based on the above analysis, impacts on visual resources under this Alternative would be the same as impacts identified under the proposed project.

Transportation

Under the proposed project, new development would generate additional traffic in the City and surrounding jurisdictions, which would degrade service levels on some existing roadways and at some local intersections (circulation changes would improve conditions in some cases). In one case, at the Baseline Road/Fiddyment Road intersection, the service level would exceed City standards. This impact could be reduced to a less-than-significant level with implementation of Mitigation Measure 1, which requires improvements at this intersection. All other roadway and intersection impacts would be less than significant. The proposed project would also increase demand for transit services and bicycle facilities. The former would be less-than-significant with Mitigation Measure 4.9-2, which requires updating the City's transit Long-Range Master Plan. Bicycle impacts would be less than significant.

The Lower Density Alternative proposes to decrease the number of residential units in Neighborhood C which would contribute to a decrease in vehicle trips at the Fiddyment/Baseline Road intersection. It is estimated that the reduction of 277 residential units from Neighborhood C would reduce the number of vehicles traveling through the Fiddyment/Baseline Road intersection resulting in no change in the intersections existing level of service. This would eliminate the need for Mitigation Measure 1. Therefore, this alternative would result in no significant impacts on existing roadways, intersections, or transit services.

Air Quality

Air quality impacts under the Lower-Density Alternative would be similar to the proposed project, but less severe because fewer acres would be developed and there would be fewer vehicle trips. Short-term emissions of PM_{10} and NO_x, ROG, SO_2 and CO would be generated by construction equipment and associated activities during development of the residential and commercial uses in the Plan Area under this alternative. As with the project, this impact would be less than significant with Mitigation Measures 4.10-1(a) and (b), requiring dust control and maintenance of construction equipment.

Impacts related to CO at intersections and increased air pollution due to traffic would be lower than those identified under the proposed project because the Lower-Density Alternative would generate fewer automobile trips. As with the proposed project, CO impacts would be less than significant.

Vehicle-related emissions of ozone precursors (ROG and NO_x) and PM_{10} would be slightly less severe than under the Proposed Project; however, this impact would continue to be significant and unavoidable under this alternative.

Because vehicle-related air emissions would be lower, air quality impacts under the Lower Density Alternative 4 would be less severe than impacts under the proposed project.

Noise

Under the Lower-Density Alternative, the impacts related to construction noise, future traffic noise, non-traffic noise and train noise would be similar to those identified for the proposed project. However, some of the impacts would be less severe because there would be less traffic under the alternative.

As with the proposed project, construction in proximity to adjacent residences could create temporary significant and unavoidable impacts. The impact would be almost identical to the proposed project, because the acreage that would not be developed is not in proximity to existing or planned residential uses, with the exception of a small portion of residential-designated land in Neighborhood A.

The Low Density Alternative would generate less traffic than the proposed project, so traffic noise levels would be slightly lower. As with the proposed project, traffic noise due to the Low Density Alternative would be less than significant at offsite receptors because the increases would not exceed 3 decibels, which is the threshold for human hearing. Traffic noise levels for onsite residential uses could exceed City standards under this alternative, but Mitigation Measure 4.11-1, which provides for appropriate setbacks and noise barriers would reduce the impact to a less-than-significant level.

Based on the above discussion, the noise impacts of the Low Density Alternative would be the same as those of the Proposed Project.

No Commercial Alternative

The No Commercial Alternative would include all elements of the proposed project, with the exception of the 15.6 acres of commercial space located in Neighborhood D. The two areas designated community commercial would not be developed, and would be left as open space. This would increase the amount of open space to 126.7 acres. Like the proposed project, this alternative would consist of 431.3 acres of residential units, 29.1 acres of parks, one elementary school, a church, and a parochial school.

For this analysis, it is assumed that the roadway system and infrastructure would remain the same as those planned in for Neighborhood C and D. It is also anticipated that this alternative would not significantly affect the issue areas of land use, biological resources, aesthetics and visual quality, air quality, and noise.

The following discussion evaluates the difference between the No Commercial Alternative and the proposed project for new and significant and unavoidable impacts. Only those impact areas where differences occur are discussed.

Land Use

Under the No Commercial Alternative, the 15.6 acres designated for commercial space would not be developed. The 15.6 acres would be left as open space, and would increase the total amount of open space to 126.7 acres. This would reduce the potential conflicts with adjacent agricultural uses to the west, and between proposed residential areas to the east. The loss of agricultural land and grazing land would be similar to the proposed project, and would remain less than significant.

Based on the above analysis, land use impacts associated with incompatibilities with adjacent land uses and internal uses of the neighborhoods would be less severe under this alternative than the proposed project, because 15.6 acres of land designated for commercial uses would not be developed.

Biological Resources

Under the No Commercial Alternative, the Plan Area would be developed with the same land uses, with the exception of 15.6 acres of commercial uses. The 15.6 acres of commercial development located in the northern portion of Neighborhood D would remain undeveloped as open space. Biological impacts would be less severe than those identified under the proposed project because 15.6 acres of grasslands would not be disturbed. As with the proposed project, construction impacts on wildlife could be reduced to less-than-significant levels with implementation of Mitigation Measure 4.5-2, which calls for the development of construction protocols, and Mitigation Measure 4.5-4, which calls for specific avoidance procedures. Impacts on vernal pools could be reduced through preservation, recreation and/or purchase of mitigation bank credits (Mitigation Measure 4.5-3), and use of inoculate in new pools (Mitigation Measure 4.5-4), but the impact would remain significant and unavoidable, as would impacts on wildlife habitat, and vernal pool fairy shrimp.

Because fewer biological resources would be lost, the biological impacts of the No Commercial Alternative would be slightly less severe than those of the proposed project.

Aesthetics and Visual Quality

Under the No Commercial Alternative, impacts would be similar to those under the proposed project. Development under this alternative would still result in a change in the undeveloped character of the area, the introduction of artificial light and associated glare into a rural area, and aesthetic impacts related to construction activities adjacent to newly occupied residential dwellings. The change in visual character of the area would be found significant as it was with the proposed project, and the remaining impacts would be less than significant due to compliance with the City's design standards and the NRSP Design Guidelines.

This alternative would not develop the 15.6 acres designated for commercial uses, and this area would remain open space. The 15.6 acres of open space would not generate artificial light and associated glare, as commercial uses would. In addition, the open space use would not change the visual character of the area as much as commercial uses would. Therefore, based on the above analysis, impacts on visual resources under this Alternative would be less severe than the impacts identified under the proposed project.

Transportation

Daily vehicle trip generation under the No Commercial Alternative would be approximately 23,740 vehicles, compared to 28,480 under the proposed project. This alternative eliminates the commercial development along the northern portion of Neighborhood D. The City's travel demand model shows that eliminating this development would not cause a significant change in the peak hour volumes at the intersection of Fiddyment Road and Baseline Road. Therefore, this Alternative would result in the same peak hour level of service (LOS "D") at this intersection as the proposed project.

Since most of the increased demand for transit services, and bicycle facilities from the proposed project stem from the residential uses, the alternative would have almost the same impact on these travel modes.

Based on the above discussion, impacts under this alternative would be the same or slightly less than the proposed project.

Air Quality

Air quality impacts under the No Commercial Alternative would be similar to the proposed project, but less severe because fewer acres would be developed and there would be fewer vehicle trips. Short-term emissions of PM_{10} and NO_x, ROG, SO_2 and CO would be generated by construction equipment and associated activities during development of the residential uses in the Plan Area under this alternative. As with the project, this impact would be less than significant with Mitigation Measures 4.10-1(a) and (b), requiring dust control and maintenance of construction equipment.

Impacts related to CO at intersections and increased air pollution due to traffic would be lower than those identified under the proposed project because the No Commercial Alternative would generate fewer automobile trips. As with the proposed project, CO impacts would be less than significant.

Vehicle-related emissions of ozone precursors (ROG and NO_x) and PM_{10} would be slightly less severe than under the proposed project; however, this impact would continue to be significant and unavoidable under this alternative.

Because vehicle-related air emissions would be lower, air quality impacts under the No Commercial Alternative would be slightly less severe than impacts identified under the proposed project.

Noise

Under the No Commercial Alternative, the impacts related to construction noise, future traffic noise, and non-traffic noise would be similar to those identified for the proposed project. However, some of the impacts would be less severe because there would be less traffic under this alternative.

As with the proposed project, construction in proximity to adjacent residences could create temporary significant and unavoidable impacts. The No Commercial Alternative would generate less traffic than the proposed project, so traffic noise levels would be slightly lower. As with the proposed project, traffic noise due to this alternative would be less than significant at offsite receptors because the increases would not exceed 3 decibels, which is the threshold for human hearing. Traffic noise levels for onsite residential uses could exceed City standards under this alternative, but Mitigation Measure 4.11-1, which provides for appropriate setbacks and noise barriers would reduce the impact to a less-than-significant level.

Based on the above discussion, the noise impacts of the No Commercial Alternative would be slightly less severe than impacts identified under the proposed project.

Junction Boulevard Realignment Alternative

Similar to the NRSP, this alternative would realign Junction Boulevard. Under the proposed project, Junction Boulevard is assumed to be extended from its current terminus just west of Woodcreek Oaks Boulevard on a curve southward to intersect with a realigned Baseline Road just east of Fiddyment Road. This is the alignment assumed in the City's 2010 CIP. Under this alternative, Junction Boulevard is assumed to be extended to the west to intersect with Fiddyment Road as a "T" intersection. Baseline Road would not be realigned under this alternative. The land use assumptions of the proposed project also apply to this alternative; therefore, daily vehicle trip generation is identical, and the only impact that would be affected is traffic.

Transportation and Circulation

Traffic volumes under this alternative are shown in Figure 5-1. The service levels for the alternative and the proposed project are shown in Table 5-1. This alternative would result in LOS "B" conditions at the Fiddyment Road/Baseline intersection while the proposed project would result in LOS "D" conditions at this location. Therefore, Mitigation Measure 4.9-1 would not be required under this Alternative, but would be required with the proposed project to reduce its impact to a less-than-significant level. The impacts on transit services identified for the proposed project would also apply to the Lower Density Alternative.

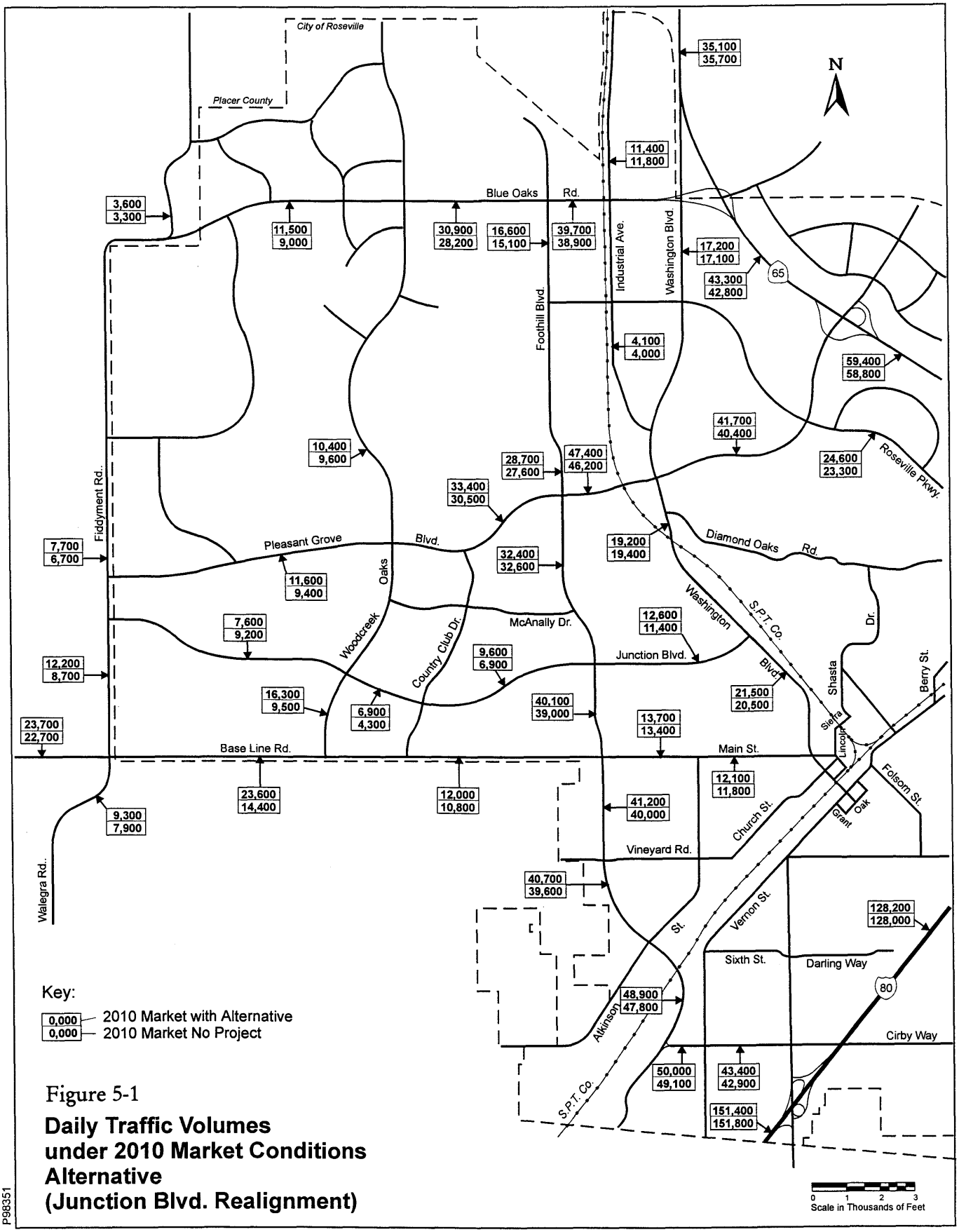


Figure 5-1

Daily Traffic Volumes under 2010 Market Conditions Alternative (Junction Blvd. Realignment)

P98351

TABLE 5-1

NORTH ROSEVILLE SPECIFIC PLAN ALTERNATIVE 2
LEVEL OF SERVICE COMPARISON TO PROPOSED PROJECT
(2010 MARKET SCENARIO)

Intersection	Junction Blvd Realignment		Proposed Project	
	LOS	V/C	LOS	V/C
Fiddyment at Baseline	B	0.68	D	0.82
Baseline at Woodcreek Oaks	C	0.77	A	0.56
Fiddyment at Pleasant Grove	A	0.41	A	0.42
Woodcreek Oaks at Junction	A	0.58	C	0.74
Woodcreek Oaks at Pleasant Grove	B	0.68	A	0.58

Source: DKS Associates, 1998

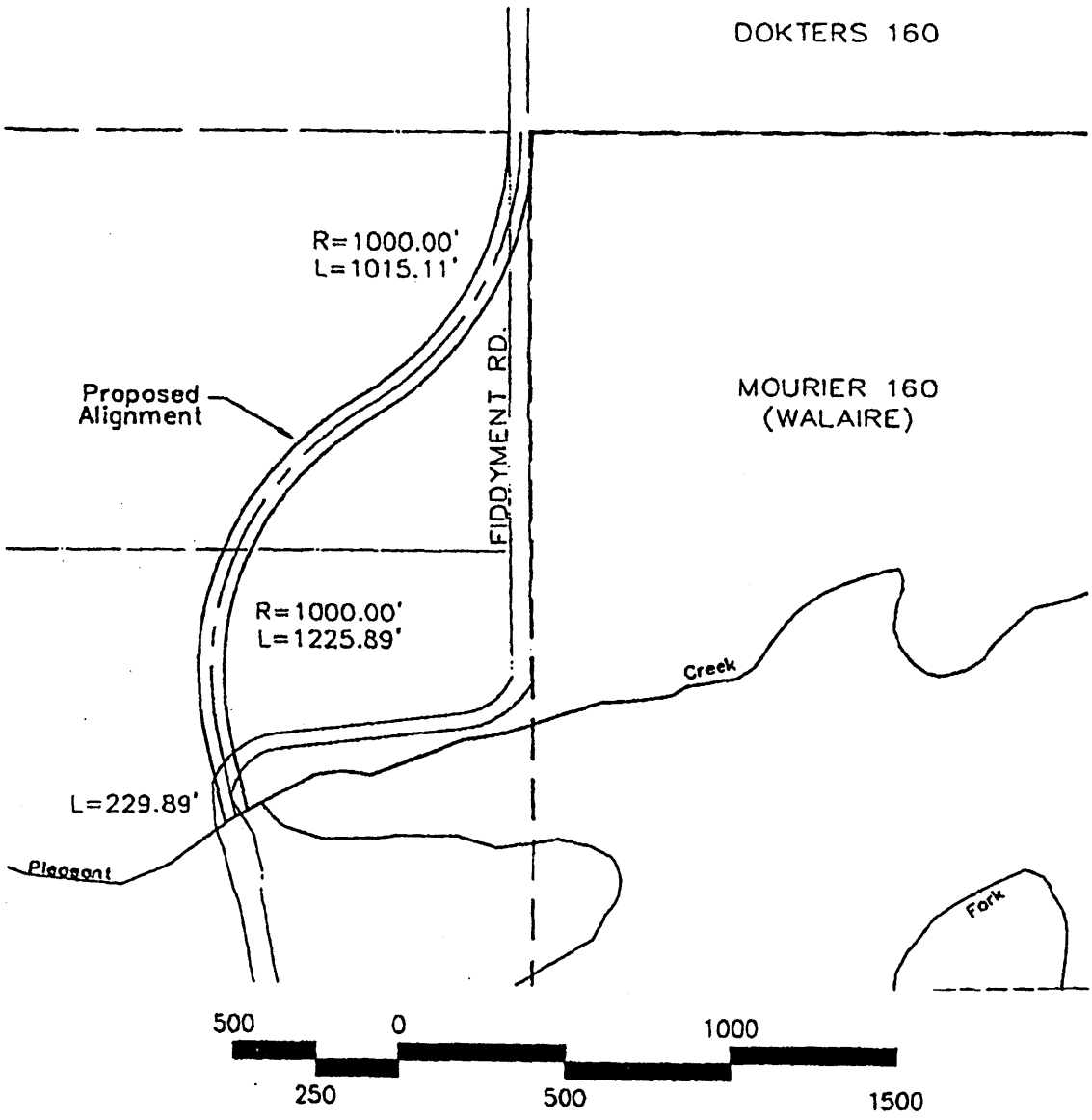
Impacts on transportation and circulation would be less severe under this alternative than those under the proposed project.

Fiddyment Road Realignment Alternative

Under this alternative, in addition to the development assumed for the proposed project, a segment of Fiddyment Road would be realigned. The roadway segment, approximately 2,000 feet north of Blue Oaks Boulevard, would be moved to the west of its current alignment (see Figure 5.2). The new 2,500 feet long segment would include one travel lane in each direction and 4-foot shoulders, for a total width of 32 feet. The Alternative would not include any alteration to the crossing at Pleasant Creek.

The objective of the alternative would be to improve roadway efficiency and increase safety by eliminating two existing 90 degree curves.

The following discussion evaluates the potential for impacts that would result from this alternative. The development assumptions of the proposed project would apply to this alternative; therefore, this alternative would result in the same impacts identified for the proposed project, as well as impacts associated with the construction of the Fiddyment Road realignment.



N No Scale

Source: Kent Baker & Associates, January 1999

10216

EIP ASSOCIATES

Figure 5-2
Fiddyment Road
Alternative Alignment

Land Use

The realignment of the roadway would not conflict with any adopted land use plans or conservation plans for the area. The land is currently used for grazing. The road would not be considered incompatible with existing or planned uses in the area, or physically divide an established community.

As stated on page 4.1-6 of the NRSP EIR, agricultural lands in the area west of Fiddyment Road are classified by the California Department of Conservation as Farmland of Local Importance or Grazing Land, with a small amount of Prime Farmland. The area west of Fiddyment Road, from Baseline Road to Pleasant Grove Creek, and west of the Sutter County line, has been designated a "Study Area" on the Placer County General Plan, which identifies this area as an appropriate location for growth beyond that allowed in the Placer County General Plan.[1] Although this alternative would convert approximately 3 acres of grazing land from agricultural use, the project area does not contain Prime Farmland, so no Prime Farmland would be lost due to this alternative. The loss of grazing land was analyzed as part of the proposed project and was determined to be a less-than-significant impact because of the relatively low value and non-irrigation status of the Plan Area.

Based on the above analysis, impacts associated with the loss of agricultural land under this Alternative would be slightly greater than the proposed project, but would still be considered less than significant.

Biological Resources

A reconnaissance-level survey of the lands located immediately west of Fiddyment Road and to approximately 1,800 feet north of Pleasant Grove Creek was conducted on February 11, 1999. The survey determined that these lands currently support overgrazed rangeland. This assessment of the condition of the rangeland is based on the relatively low percentage of cover provided by the non-native annual grasses that comprise the dominant vegetation and the presence of a localized, dense stand of yellow star thistle (*Centaurea solstitialis*).

The survey also determined that there are no wetlands or other waters of the United States associated with the proposed roadway realignment corridor. The entire corridor is comprised of upland non-native grassland.

The only wildlife species that were observed on these lands during the survey included coyote (*Canis latrans*), lark sparrow (*Chondestes grammacus*) and savannah sparrow (*Passerculus sandwichensis*).

It is anticipated that limited grading and some tree removal would be required; however, because no wetlands are located within the roadway alignment there would be no impact on wetlands.

Limited tree removal would occur; however, trees would be replaced in compliance with the City's tree ordinance. Therefore, impacts on biological resources would be less than significant.

If areas of sensitive habitat exist on the site, construction impacts on wildlife, including raptors' nests, could be reduced to less-than-significant levels with implementation of Mitigation Measure 4.5-2, which calls for the development of construction protocols, and Mitigation Measure 4.5-4, which calls for specific avoidance procedures. If vernal pools are present on the site, impacts could be reduced through preservation, recreation, and/or purchase of mitigation bank credits (Mitigation Measure 4.5-3), and use of inoculate in new pools (Mitigation Measure 4.5-4). However, as identified for the proposed project, even with mitigation any impacts on these resources would remain significant and unavoidable.

Although the additional amount of land disturbed by this alternative would be relatively small, the potential to impact biological resources would be very slightly greater than that of the proposed project, due to the increased loss of grassland.

Aesthetics and Visual Quality

Impacts to the visual quality of the area would be similar to those under the proposed project. Development of the roadway under this alternative would result in a change in the undeveloped character of the area; construction would require grading and may result in the removal of some tress; however, as discussed under Biological Resources, limited tree removal would occur, but trees would be replaced in compliance with the City's tree ordinance. Therefore, this alternative would not significantly contribute to alterations of the visual character in the area.

Based on the above analysis, impacts on visual resources under this Alternative would be the same as impacts identified under the proposed project.

Transportation

Under the proposed project, new development would generate additional traffic in the City and surrounding jurisdictions, which would degrade service levels on existing roadways and at local intersections. Because land use assumptions would be the same under this alternative as for the proposed project, daily vehicle trip generation would be identical. The realignment of Fiddyment Road would not have negative effects on any of the roadways or intersections analyzed for the proposed project and would improve the safety and efficiency of the realigned segment.

At this time it is not known whether the realigned roadway would remain under County jurisdiction, or be annexed to the City. If it remains in the County, the County will improve and maintain it. County improvements generally include curb, gutter and sidewalk. If annexed, the City would improve and maintain the roadway. City improvements include curb, gutter, sidewalk and lighting. In either case the realigned roadway would be designed using standard engineering practices, ensuring adequate safety for people traveling on Fiddyment Road. In fact, the safety of the road would be improved over existing conditions, because the curves would be less severe.

This alternative would result in no significant impacts on existing roadways, intersections, or transit services.

Air Quality

Air quality impacts under this Alternative would be similar to the proposed project, because there would be the same number of vehicle trips. Short-term emissions of PM_{10} and NO_x, ROG, SO_2 and CO would be generated by construction equipment and associated activities during road construction under this alternative. As with the project, this impact would be less than significant with Mitigation Measures 4.10-1(a) and (b), requiring dust control and maintenance of construction equipment.

Impacts related to CO at intersections would not be changed by this alternative. As with the proposed project, CO impacts would be less than significant. Because this Alternative would not increase traffic, vehicle-related emissions of ozone precursors (ROG and NO_x) and PM_{10} would be the same as under the proposed project.

Vehicle-related air emission impacts would be the same as those identified under the proposed project; however, because this alternative includes additional construction of the roadway, construction impacts would be more severe than those identified for the proposed project.

Noise

Noise impacts identified for the proposed project would not be changed under this alternative. The realigned roadway would not increase traffic at other intersections or roadways analyzed for the proposed project. Because there are no sensitive receptors in the vicinity of the realigned roadway, construction noise and traffic-related noise would be less than significant.

Hydrology and Water Quality

Construction-related impacts to water quality associated with this alternative would be reducible to a less-than-significant level by measures in the Erosion Control Plan required for the project in the City's Improvement Standards. Compliance with applicable federal, State, and local water quality regulations would reduce the amount of contaminants reaching surface water.

A majority of the soil types found on the Plan Area are considered somewhat impermeable and not conducive to percolation of rainwater and groundwater recharge within the Plan Area occurs primarily along stream channels. Therefore, the impervious surface created by this Alternative would not have a significant effect on groundwater recharge.

Grading activities could cause localized alteration of drainage patterns. However, all grading activities prior to project construction would be required to comply with the City's Improvement Standards, including drainage, grading, and erosion control requirements.

Cultural Resources

There are no structures or other artificial features in the project site. This alternative would not result in substantial excavation; however, some grading would occur which could potentially disturb subsurface historical, archaeological, or paleontological resources. Mitigation Measures 4.6-1 and 4.6-2 from the NRSP EIR requires that workers on the site be informed when working in a sensitive area, that an archeologist is retained if a potential site is discovered and that excavations in sensitive areas are monitored by a qualified paleontologist.

Compliance with these measures would ensure that this alternative would not result in any impacts on cultural resources other than those identified in the NRSP EIR.

Other Issues

Because the realigned portion of Fiddyment Road would be adjacent to planned development and could be served by City services and infrastructure, it is possible that there would be additional pressure to develop the newly annexed area. In this way, the Fiddyment Realignment Alternative could be considered growth inducing. Given its size (approximately 15 acres) and condition (grazing land), development of this land would not be likely to generate substantial environmental impacts. Further, any development proposal would be subject to City General Plan policies, ordinances, and Improvement Standards, as well as CEQA review.

5.4 Environmentally Superior Alternative

An EIR is required to identify the environmentally superior alternative from among the range of reasonable alternatives that are evaluated. Section 15126(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.

In the case of this EIR, any of the alternatives that would not provide for development of Phase II would be environmentally superior to the proposed project. The Low Density Alternative would be considered somewhat environmentally superior to the proposed project and the other alternatives (except the No Project alternative) due to the decrease in traffic, traffic-related air emissions, construction noise, and loss of biological habitat.

ENDNOTES

1. Placer County General Plan Update, Countywide General Plan Draft Policy Document, prepared by Crawford, Multari, and Starr for the County of Placer, October 1, 1993.

6. REPORT PREPARATION

6. *REPORT PREPARATION*

Lead Agency

City of Roseville
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Roseville, California 95678

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Senior Planner	Chris Robles

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Design/Graphics	Mark S. Biegaj

EIR Subconsultants

Transportation	DKS & Associates John Long

APPENDICES

APPENDIX A

NOTICE OF PREPARATION

PLANNING
CITY OF ROSEVILLE
TRADITION • PRIDE • PROGRESS
316 VERNON STREET, SUITE 104 • ROSEVILLE, CA 95678 • PHONE (916) 774-5276

NOTICE OF PREPARATION

DATE: **November 23, 1998**

TO: **Responsible and Trustee Agencies of California**
Interested Individuals

FROM: **City of Roseville**
Planning Department
316 Vernon Street, #104
Roseville, CA 95678

SUBJECT: **Notice of Preparation for a Draft Subsequent Environmental Impact Report for the North Roseville Specific Plan Phase II**

The City of Roseville will be the Lead Agency and will prepare a Subsequent Environmental Impact Report (SEIR) for the North Roseville Specific Plan Phase II. 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 SEIR 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 Chris Robles, Senior Planner at the address listed above by **5:00 p.m., December 23, 1998**.

Thank you in advance for your prompt response to this Notice of Preparation.

Chris Robles
Senior Planner

Attachments: Notice of Preparation

NOTICE OF PREPARATION FOR THE NORTH ROSEVILLE SPECIFIC PLAN PHASE II

Prepared for:

City of Roseville Planning Department

Prepared by:

EIP Associates

November 1998

NOTICE OF PREPARATION FOR THE NORTH ROSEVILLE SPECIFIC PLAN PHASE II

TABLE OF CONTENTS

NOTICE OF PREPARATION OF A DRAFT SUBSEQUENT ENVIRONMENTAL IMPACT REPORT FOR THE NORTH ROSEVILLE SPECIFIC PLAN PHASE II

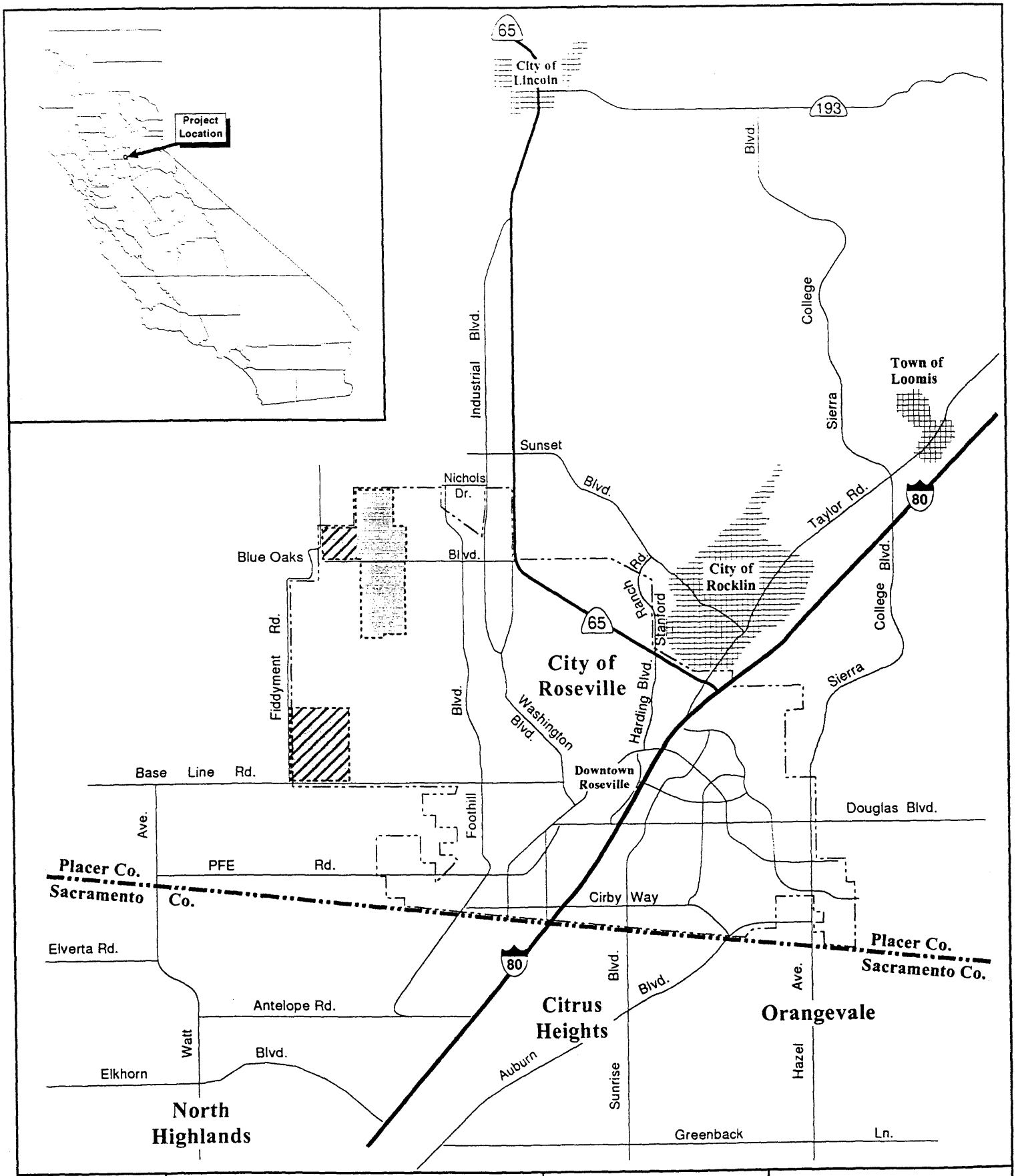
1.0 BACKGROUND INFORMATION

Project Name:	North Roseville Specific Plan Phase II
Name of Proponent:	SAMMIS/Mourier Land Investment
Proponent Address:	SAMMIS 1425 River Park Drive, Ste. 530 Sacramento, CA 95815 Mourier Land Investment 1830 Vernon Street, Ste. 9 Roseville, CA 95678
Date NOP Completed:	November 23, 1998
Agency Requiring Checklist:	City of Roseville Planning Department 316 Vernon Street, Ste. 104 Roseville, CA 95678
Project Contact:	Chris Robles, Senior Planner (916) 774-5276 phone (916) 774-5129 fax

2.0 INTRODUCTION

The City of Roseville is the lead agency for the preparation of a Subsequent Environmental Impact Report (SEIR) for Phase II of the above referenced project located in the City of Roseville in western Placer County, California. The North Roseville Specific Plan (NRSP) provided for a mixed-use development on approximately 1,390 acres in the City of Roseville, including 736 acres for Phase I and 653 acres for Phase II, as shown on Figure 1. The North Roseville Specific Plan EIR (SCH# 96112014) was certified in 1997, and the City Council approved Phase I of the Specific Plan at that time.

While a conceptual land use plan for Phase II was included in the NRSP land uses analyzed in the project EIR, no land use or zoning entitlements were granted. The NRSP recognized that granting of such entitlements would require future action by the City.



SOURCE: EIP Associates, November 1998.

N

0 2,000 4,000

Scale in Feet

10216-Regional

North Roseville Specific Plan Area (Phase I)

NRSP (Phase II)

Roseville City Limits

EIP ASSOCIATES

Figure 1

Location Map

The project proponents are now requesting that the city approve the necessary entitlements for Phase II. Since the NRSP EIR was certified, however, several changes have been proposed to Phase II of the Specific Plan. As a result, additional environmental analysis is required. The California Environmental Quality Act (CEQA) State CEQA Guidelines Section 15162 states that a Subsequent EIR must be prepared when major revisions to the previous EIR are necessary due to the following:

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant effects or a substantial increase in the severity of previously identified significant effects;

2. Substantial changes occur with respect to the circumstances under which the project is undertaken, which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant effects or a substantial increase in the severity of previously identified significant effects; or

3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified, as complete or the negative declaration was adopted, shows any of the following:

    a) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

    b) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

    c) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

    d) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adapt the mitigation measure or alternative.

While it is not anticipated, it cannot be fully determined without additional analysis if the proposed changes to Phase II of the NRSP will trigger any of the above CEQA thresholds. The City has chosen to proceed with a Subsequent EIR to provide full disclosure and to afford the public with ample opportunity to comment. The Subsequent EIR will focus on Phase II and any potential differences in impacts from those analyzed in the NRSP 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 SEIR for Phase II of the NRSP should be directed to the name and address listed above. Written comments on the scope of the Subsequent EIR will be accepted by the City of Roseville through Wednesday, December 23, 1998 at 5:00 p.m.

3.0 PROJECT LOCATION

The NRSP is located in western Placer County, California along the northern and western boundaries of the City of Roseville, as shown in Figure 1. The Plan Area is located on an approximately 1,390-acre site in the northwestern portion of the City of Roseville. Phase I of the Plan Area is defined as the area west of Foothills Boulevard, north of Blue Oaks Boulevard to the city limits and south of Blue Oaks Boulevard to the Woodcreek Golf Club. The second phase (Phase II) consists of two discontiguous parcels -- Neighborhood "C" and Neighborhood "D." Neighborhood C is 161 acres immediately west of the Phase I site. Neighborhood D is a 492-acre site bounded by the Del Webb Specific Plan to the north, the Northwest Roseville Specific Plan to the east, Fiddyment Road to the west and Baseline Road to the south, as shown on Figure 1.

The project site is generally situated six miles west of Interstate 80 (I-80). State Highway 65 provides access from the northwest and intersects I-80 in Roseville. The project site is approximately one mile west of the Blue Oaks Boulevard interchange on SR 65.

General Plan designations and zoning for Phase I of the NRSP were approved by the City in August 1997. No changes are proposed to the Phase I portion of the NRSP. A conceptual land use plan for Phase II was included in the Specific Plan and analyzed in the NRSP EIR, but no entitlements were approved. Therefore, the project site that will be the subject of the SEIR encompasses the Phase II portion of the NRSP which includes Neighborhoods C and D.

4.0 PROJECT DESCRIPTION

The proposed NRSP Phase II (proposed project) consists of amending the land use plan for Phase II included under the NRSP and analyzed in the project EIR. Proposed changes to Neighborhood D within Phase II of the NRSP include changing the land use designation on some parcels designated low density residential to public/quasi-public designated for a church and parochial school; developing a park with a detention basin in an area previously designated for low density residential uses and changing land use designations from high density residential and park preserve to community commercial with a special area overlay. Development under this designation could include clustered or attached housing, apartment residencies, assisted living facilities, or an adult daycare center. A total of 74 residential units have been allocated. In addition, the circulation plan has been modified to remove a north/south collector street that would intersect with Pleasant Grove Boulevard, and to revise the internal collector street circulation pattern.

The land use plan for Neighborhood D (Woodcreek West) is illustrated on Figure 2 and a breakdown of acreage amounts per parcel is included in Table 1. The land use plan and breakdown of land uses per parcel for Neighborhood C (Mourier 160) is shown on Figure 3 and Table 2. The residential mix and the amount of affordable housing would remain the same as assumed in the NRSP. At this time, it is not known whether the changes to the Specific Plan would result in the identification of new impacts or the increased severity of previously identified impacts. The City has concluded that a Subsequent EIR is necessary to determine what, if any, change would occur in the number and severity of impacts. To aid the NOP process, the following information is provided below:

Specific Plan
Land Use

Woodcreek West

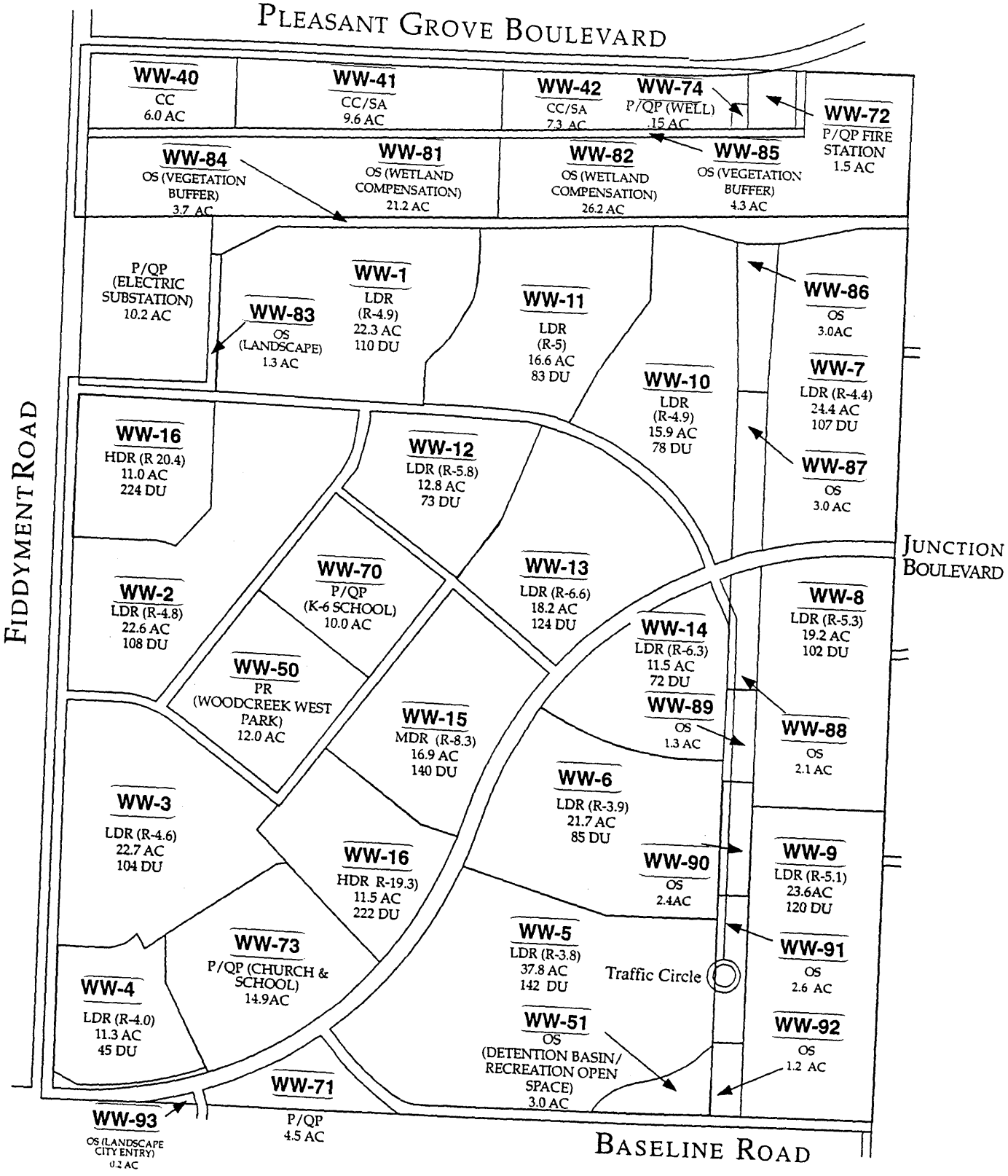


Figure 2
Neighborhood D Land Use Plan

NORTH

Table 1
Neighborhood D Land Use Allocation

Land Use by Parcel Table

Parcel	*Zoning*	*Land Use*	*Density*	*Net Acreage*	*Units*
WW-1	R1	LDR	4.8	23.0	111
WW-2	R1	LDR	4.8	22.6	108
WW-3	R1	LDR	4.6	22.7	104
WW-4	R1	LDR	4.0	11.3	45
WW-5	R1/DS	LDR	3.8	37.8	142
WW-6	R1/DS	LDR	3.9	21.7	85
WW-7	R1/DS	LDR	4.4	24.4	107
WW-8	RS/DS	LDR	5.3	19.2	102
WW-9	R1/DS	LDR	5.1	23.6	120
WW-10	R1/DS	LDR	4.9	15.9	78
WW-11	R1	LDR	5.0	16.6	83
WW-12	RS	LDR	5.7	12.9	73
WW-13	RS/DS	LDR	6.6	18.9	124
WW-14	RS/DS	LDR	6.3	11.5	72
WW-15	RS/DS	MDR	8.3	16.9	140
WW-16	R3	HDR	19.3	11.5	222
WW-17	R3	HDR	20.4	11.0	224
WW-40	CC	Commercial		6.0	
WW-41	CC/SA	Commercial		9.6	
WW-42	CC/SA	Commercial (Assisted Living)		7.3	74
WW-50	PR	Park/Detention		12.0	
WW-51	OS	Dog Park/Detention		3.0	
WW-70	P/QP	Elementary School		10.0	
WW-71	P/QP	School Administration		4.5	
WW-72	P/QP	Fire Station		1.5	
WW-73	P/QP	Church/ School		14.9	
WW-74	P/QP	Well Site		0.2	
WW-81	OS	Wetland Compensation		21.2	
WW-82	OS	Wetland Compensation		26.2	
WW-83	OS	Open Space(Landscape)		1.3	
WW-84	OS	Open Space (Vegetation Buffer)		3.7	
WW-85	OS	Open Space (Vegetation Buffer)		4.3	
WW-86	OS	Open Space		3.0	
WW-87	OS	Open Space		3.0	
WW-88	OS	Open Space		2.1	
WW-89	OS	Open Space		1.3	
WW-90	OS	Open Space		2.4	
WW-91	OS	Open Space		2.6	
WW-92	OS	Open Space		1.2	
WW-93	OS	Open Space (Landscape)		0.2	
		ROW- Woodcreek West		29.7	
				492.6	**2,014**

Source: Wade Associates

Mourier 160
Land Use

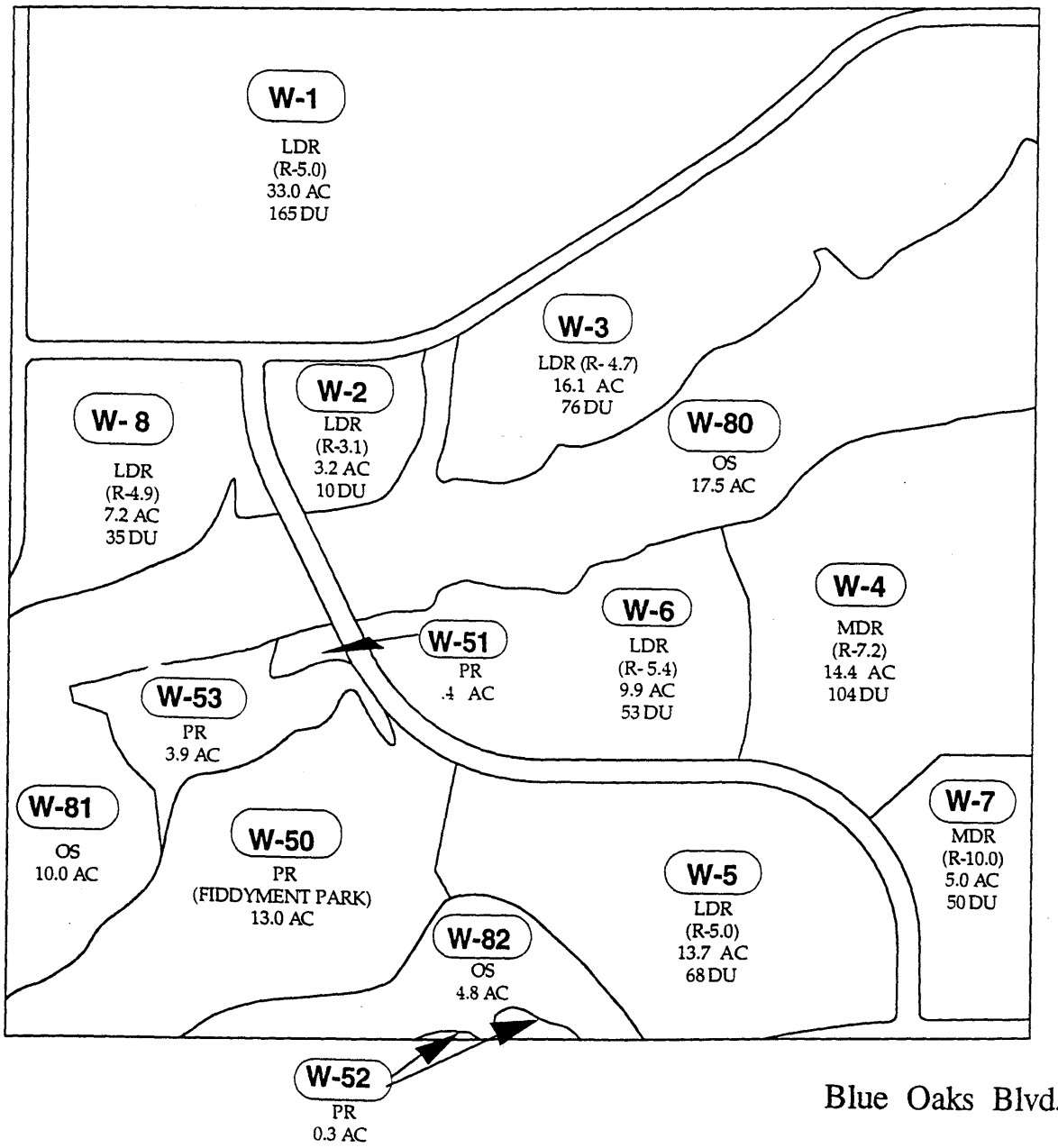


Figure 3
Neighborhood C Land Use Plan

Table 2
Neighborhood C Land Use Allocation

Land Use by Parcel Table

Parcel	*Zoning*	*Land Use*	*Density*	*Net Acreage*	*Units*
W-1	R1/DS	LDR	5.0	33.0	165
W-2	R1/DS	LDR	3.1	3.2	10
W-3	R1/DS	LDR	4.7	16.1	76
W-4	RS/DS	MDR	7.2	14.4	104
W-5	R1/DS	LDR	5.0	13.7	68
W-6	R1/DS	LDR	5.4	9.9	53
W-7	RS/DS	MDR	10.0	5.0	50
W-8	R1/DS	LDR	4.9	7.2	35
W-50	PR	Park		13.0	
W-51	PR	Park		0.4	
W-52	PR	Park		0.3	
W-53	PR	Park		3.9	
W-80	OS	Open Space		17.5	
W-81	OS	Open Space		10.0	
W-82	OS	Open Space		4.8	
		ROW - Mourier 160		8.6	
				161.0	**561**

Source: Wade Associates

- A summary of the previously analyzed uses under Phase II of the North Roseville Specific Plan;

- A presentation of the land uses proposed under the revised Phase II Specific Plan;

- A discussion of the major differences between the previously analyzed land uses and the revised Specific Plan; and

- A brief summary of the scope of the EIR analysis, including identification of issues that will be revisited and new quantitative analyses that will be undertaken.

The changes in acreage and unit counts in the land use plan are included by designation and unit count in Table 3.

5.0 PROJECT SETTING

The North Roseville Specific Plan Phase II is undeveloped at present. The topography of Neighborhood D is relatively level with gently rolling grasslands. Neighborhood C includes dispersed oaks, oak woodlands and riparian creek corridors. The predominant land use is seasonal grazing. Cattle and sheep have grazed in portions of the Plan Area for several decades.

No structures exist on either site in Phase II. The only uses that are visible include power lines, barbed wire fences and wooden fence posts. An abandoned underground water line is present on Neighborhood C and appears to have been used in the past for irrigation purposes. High voltage power lines cross the northern portion of Neighborhood D. Beneath the power lines is a 10-acre vernal pool preserve created as wetland mitigation for the Northwest Roseville Specific Plan. Pleasant Grove Creek bisects Neighborhood C, while Curry Creek bisects Neighborhood D.

Surrounding Land Uses

The North Roseville Specific Plan Area is located along the north and west boundaries of the City of Roseville. In the vicinity, numerous residential developments have been completed or are under construction within the Northwest Roseville Specific Plan Area, along Woodcreek Oaks Boulevard and Pleasant Grove Boulevard. Commercial and industrial development, east of the Plan Area, such as the NEC and Hewlett-Packard facilities, and Albertsons Distribution Center provide some of the major employment in the City.

The City has adopted two existing specific plans which border on the Plan Area: the Northwest and Del Webb Specific Plans. The Northwest Roseville Specific Plan (NWRSP) was adopted in May 1989 and includes 2,754 gross acres in the western portion of the City generally south and east of the North Roseville Specific Plan Area. The Del Webb Specific Plan, adopted in December 1993, is an age-restricted community encompassing 1,200 acres on the northwest side of the City, situated south of Blue Oaks Boulevard and east of the City's western boundary.

TABLE 3

MODIFICATIONS TO THE PREVIOUSLY ANALYZED LAND USE PLAN FOR PHASE II OF THE NRSP

Land Use	Previously Analyzed Land Uses (NRSP Phase II)		Proposed Changes to Land Uses (Revised NRSP Phase II)			
					Difference	
	Acres	Units	Acres	Units	Acres	Units
Low Density Residential	392.4	1,835	365.2	1,761	-27.2	-74
Medium Density Residential	36.3	294	36.3	294	N/C	N/C
High Density Residential	22.5	446	22.5	446	N/C	N/C
Assisted Living	0	0	7.3	74	+ 7.3	+ 74
Subtotal Residential	**451.2**	**2,575**	**431.3**	**2,575**	**- 19.9**	**N/C**
Community Commercial	6.9		15.6[1]		+ 8.7	
School K-6	10		10		N/C	
School Administration	3.9		4.5		+ .6	
Church/School	0		14.9		+ 14.9	
Fire Station	1.5		1.5		N/C	
Park	29.6		29.6		N/C	
Open Space	111.7		107.8		- 3.9	
Street Right-of-Ways	38.8		38.3		- .5	
Total Plan Acreage	**653.6**	**2,575**	**653.6**	**2,575**	-0.1[2]	0

SOURCE: David Wade Associates, 1998.

N/C = No change

1. The total acreage designated for community commercial with a special area overlay zone includes the 7.3 acres designated Assisted Living for a total of 22.9 acres.
2. Slight difference (-0.1) noted due to rounding.

Placer County lands to the north and west of the specific plan area are designated for agricultural uses under the Placer County General Plan. These agricultural lands are classified by the CDC as Farmland of Local Importance or Grazing Land, with some limited amount of Prime Farmland. The area west of Fiddyment Road, from Baseline Road to Pleasant Grove Creek, and east of the Sutter County line, has been designated a "Future Plan Area" on the Placer County General Plan which identifies this area as "the most appropriate location" for growth beyond that allowed in the County General Plan.

Previously Analyzed Land Uses

North Roseville Specific Plan

The approved land uses for Phase I of the NRSP include 2,474 low-, medium-, and high-density residential units including 400 independent living residential units within an approximately fifty-acre retirement community offering a range of supportive and health services. No changes would be made to Phase I land uses under the proposed project.

Phase II of the NRSP consists of two discontiguous parcels – Neighborhood C and Neighborhood D. Neighborhood C is 161 acres immediately west of the Phase I site, and Neighborhood D is a 492-acre site bounded by the Del Webb Specific Plan to the north, the Northwest Roseville Specific Plan to the east, Fiddyment Road to the west and Baseline Road to the south. Phase II of the NRSP as analyzed in the NRSP EIR includes a total of 2,575 dwelling units in a variety of types and densities on approximately 653 acres, 6.9 acres for commercial uses, approximately 141.3 acres as parks and open space, and one elementary school and a fire station.

Revised NRSP Phase II Project Elements

The changes in the Specific Plan predominantly occur in Neighborhood D (Woodcreek West) while Neighborhood C (Mourier 160) is largely unchanged from the land use plan analyzed in the NRSP EIR. The revised NRSP Phase II would include a mix of residential, community commercial, park, public, and open space uses. The revised Phase II land use plan includes the development of a 14.9-acre site for the St. Clare Catholic Church Parish (WW-73) and parochial school, at Junction Boulevard and Woodcreek West Road in Neighborhood D. This site previously designated for low density residential, would include an approximately 15,000 square foot (sf) church, a 16,000 sf hall/gym, a 2,500 sf rectory, and approximately 14,000 sf of school classroom space. The Revised Plan also includes 107.8 acres of open space, including creek corridors, oak woodlands, and pedestrian promenades, compared to 111.7 acres under the adopted NRSP, a reduction of 3.9 acres. Parcels WW-41 and WW-42 have been redesignated from high density residential and open space to community commercial (with a special area overlay) to allow assisted living facilities including an adult daycare center and other types of assisted living options. Land designated for community commercial uses has increased from 6.9 acres under the NRSP to 22.9 acres under the revised NRSP Phase II. The acreage designated for school administrative uses has also increased from 3.9 acres to 4.5 acres. Phase II of the revised Specific Plan proposes the dedication of one new neighborhood park; however, the total amount of land designated for park uses has not changed from what was previously analyzed. In addition, the roadway

circulation plan has been modified by deleting a north/south collector which intersected with Pleasant Grove Boulevard and an East/West collector which connects Fiddyment Road and Junction Boulevard was added.

Summary of Differences Between Previously Approved Specific Plan Phase II and Proposed Specific Plan Phase II

The differences between the previously analyzed and proposed NRSP Phase II are discussed above under the Revised NRSP Phase II Project Elements. The primary differences involve changes in the land use plan for Neighborhood D. The proposed changes include redesignating 14.9 acres previously designated for low density residential to public/quasi public uses and redesignating 22.9 acres previously designated for high density residential and open space to community commercial. In addition, the total amount of land designated for open space has been reduced by 3.9 acres to a total of 107.8 acres, the amount of land designated for school administration has increased by .6 of an acre to 4.5 acres, and the circulation system has been slightly modified.

6.0 PROJECT OBJECTIVES

The project objectives for the proposed project are the same as the project objectives identified for the NRSP. The project is intended to provide for the orderly and systematic development of a mix of uses including residential neighborhoods, an elementary school, parks and open space, and commercial uses in a manner consistent with the policies of the City and the characteristics and natural features of the land.

The specific project objectives are:

(1) Provide public services to meet the needs of development within the plan.

(2) Provide a distinct identity, sense of organization and order for the Plan Area.

(3) Provide a housing supply near the employment centers in the northwest area of the city to enhance the potential for jobs/housing balance and to minimize trip length for employees to and from the employment center.

(4) Provide a range of housing types and densities that include dwellings affordable to households in a variety of income categories, and provide special residential and care facilities for seniors.

(5) Provide space for retail, commercial, and professional land uses to serve the Plan Area residents and the general public such that residents reduce the need to travel outside of the Plan Area for many routine daily needs.

(6) Enhance neighborhoods by integrating natural areas through visual and pedestrian links and protect the woodland and creek side environment along Pleasant Grove Creek and

its tributaries in open space and parks. Provide direct access to open space through neighborhoods.

(7) Provide a pedestrian and bicycle path system and access to public transit to encourage residents to minimize auto use for shopping, services and leisure activities.

(8) Complete the land use and infrastructure planning for the northwestern portion of the City.

7.0 PROBABLE ENVIRONMENTAL EFFECTS

Based on an initial review of the proposed changes to the land use plan, the probable environmental effects of the project would be the same as those identified in the NRSP EIR, with the possible exception of changes in traffic circulation.

The NRSP EIR identified impacts associated with soils and erosion, localized flooding, cultural resources, hazards, increased traffic volumes, construction emissions, adjacent traffic noise, availability of adequate water, and increased demand for police and fire services. All of these impacts were reduced to a less-than-significant level through mitigation. Impacts associated with the loss of vernal pools, wildlife habitat, conversion of undeveloped landscape to urban uses, operation air emissions, short-term increases in noise levels associated with project construction were all determined to be significant and unavoidable impacts associated with project implementation.

8.0 PROJECT ALTERNATIVES

At this time, it is anticipated that the alternatives identified in the NRSP EIR will be adequate for the SEIR and, unless new significant impacts are identified, no additional alternatives will be evaluated. The alternatives in the North Roseville Specific Plan EIR included:

1. No Project/No Development, which assumed that no development occurs on the project site.

2. No Project/Existing Zoning Only, which assumed the existing light industrial designations are developed, but that no development occurs in the Urban Reserve areas (a portion of Phase I and all of Phase II would not be developed).

3. Existing Zoning and Urban Reserve Development, which assumed that the existing light industrial designations are retained, and that the urban reserve designations are developed in the Phase I Urban Reserve with the same residential, commercial and public uses identified for the proposed project (Phase II would not be developed).

4. Lower-Density, which provided fewer residential units in Phase I, but on the same amount of acreage as the proposed project.

5. Off Site, which assumed that the same type and level of development proposed in the Full Project occurs in the East Area.

6. Junction Boulevard Realignment, which assumed that Junction Boulevard is extended in a straight line to form a "T" intersection with Fiddyment Road, and that Baseline Road is not realigned.

Note, that for Phase II of the NRSP, Alternatives 2 and 3 would be similar to the No Project/No Development Alternative, as neither alternative assumes any development within Phase II. The SEIR will include additional discussion of the No Project and Junction Boulevard Realignment alternatives, as well as possibly other alternatives.

9.0 SCOPE OF THE SEIR

The City intends to revise and expand the original North Roseville Specific Plan EIR to address the inclusion of the St. Clare church and parochial school, the development of the new park and detention basin, and the loss of open space, as well as other changes described in the North Roseville Specific Plan Phase II Revised Project Description, above. The revised EIR will be a Subsequent EIR and will include the information from the original North Roseville Specific Plan EIR that still pertains to the plan area and other documentation provided by the City to analyze the differences between impacts of Phase II as analyzed in the NRSP DEIR and the proposed project. The environmental analysis for the SEIR will focus on comparing the proposed amendments to the NRSP Phase II land use plan with the project previously analyzed in the NRSP DEIR. The same methodology used in the NRSP DEIR will be used to determine the environmental impacts and, if appropriate, the same mitigation measures will be used to reduce the significance of identified impacts.

The North Roseville Specific Plan SEIR will focus on impacts that are affected by the new project/changes, or incremental alterations to the Specific Plan, including: a traffic analysis of changes due to the church and parochial school, and changes in the circulation plan.

The Environmental Checklist will be used to document changes in the nature and/or severity of impacts identified in the NRSP EIR, and to identify any new mitigation measures necessary to address those changes. This Environmental checklist and accompanying analysis will form the primary content of the Subsequent EIR. At this time, it is anticipated that most of the impacts identified for the NRSP (Phase I and II) would not substantially change in nature or severity due to the proposed revisions to Phase II of the NRSP, however, there could be minor changes to the traffic analysis due to the proposed new circulation system and to the land use analysis due to the change in land use designations. The mitigation measures identified in the NRSP EIR are not expected to change with the possible exception of any new traffic impacts.

10.0 CUMULATIVE ANALYSIS

The cumulative analysis will be based on the original NRSP EIR, updated to account for growth that has occurred or been planned since EIR certification.

11.0 PROJECT ENTITLEMENTS

The anticipated project entitlements include a General Plan amendment, a Specific Plan amendment, development agreement, rezone, large lot tentative map, and any other ancillary entitlements necessary to implement Phase II of the NRSP. The SEIR for the revised Specific Plan would cover all of these entitlements. The SEIR will serve as the environmental basis for the construction of Phase II public improvements, including, but not limited to, roadways, water/sewer/electrical infrastructure, and parks. The SEIR will also provide the basis for the environmental review for subsequent approvals, such as use permits, design review permits, and subdivision maps.

The SEIR will include analysis which assumes Fiddyment Road remains under the jurisdiction of Placer County and a scenario in which the roadway is annexed to the city. Any annexation requires approval of the Placer County LAFCO, and the SEIR will provide the environmental documentation required should such an action occur.

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 SEIR.

- U.S. Army Corps of Engineers approval under the Nationwide Permit Program and Section 404 Individual permits;
- The California Department of Fish and Game Streambed Alteration Agreement (per Sections 1601 -1603 of the California Fish and Game Code) for activities within stream zones;
- 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.

APPENDIX B

COMMENT LETTERS RECEIVED

STATE OF CALIFORNIA-BUSINESS, TRANSPORTATION AND HOUSING AGENCY PETE WILSON, Governor
DEPARTMENT OF TRANSPORTATION
DISTRICT 3, SACRAMENTO AREA OFFICE - MS 41
P.O. BOX 942874
SACRAMENTO, CA 94274-0001
TDD Telephone (916) 741-4509
FAX (916) 323-7669
Telephone (916) 323-5108

December 11, 1998

Mr. Chris Robles
City of Roseville
Planning Department
316 Vernon Street, #104
Roseville, CA 95678

JPLA 207
03-PLA-80 PM 1.975
North Roseville Specific Plan Phase II

Dear Mr. Robles:

Thank you for the opportunity to comment on the North Roseville Specific Plan Phase II. Our comments are as follows:

- This project will cause traffic impacts to Interstate 80 and State Route 99. Since the original Environmental Impact Report (EIR) for the North Roseville Specific Plan (NRSP) did not analyze the traffic impacts of the project on the State Highway System, Caltrans recommends that an updated traffic study be prepared that analyzes the project's peak hour traffic impacts at the following State Highway facilities:

  State Route 99 (south of the Riego Road intersection)
  State Route 99 / Riego Road intersection.
  Interstate Route 80 / Riverside Interchange
  Interstate Route 80 (west of the Riverside interchange)

- Mitigation measures should be identified where the project would have a significant impact. Caltrans considers the following to be significant impacts:

  - Off-ramps with vehicle queues that extend into the ramp's deceleration area or on to the freeway
  - Vehicle queues at intersections that exceed existing lane storage.
  - Project traffic impacts that cause any ramp's merge/diverge Level of Service (LOS) to be worse than the freeway's LOS
  - Project traffic impacts that cause the freeway or intersection LOS to deteriorate beyond LOS E for the freeway and LOS D for highways and intersections. (If the LOS is already "E" or "F", then a quantitative measure of increased queue lengths and delay should be used to determine appropriate mitigation measures.

Possible mitigation measures to consider include:

- Adding mainline capacity
- Widening interchange ramps to increase capacity
- Modifying ramp terminal intersections
- Increasing the ramp acceleration or deceleration lane length to improve merge/diverge operations

- The analysis of future traffic impacts should be based on a 20 year planning horizon.

- Future transportation systems assumed for cumulative conditions should only include those improvements which are included in the Placer County Transportation Planning Agency's most current Regional Transportation Plan.

Please provide our office with the additional information mentioned above. If you have any questions, please contact Cathy Felkins at (916) 323-5108.

Sincerely,

JEFFREY PULVERMAN, Chief
Office of Regional Planning

LOCAL AGENCY FORMATION COMMISSION

175 Fulweiler Avenue, Auburn, California 95603
(530) 889-4097 FAX: (530) 889-4099

Date: December 9, 1998

To: Chris Robles, Senior Planner
City of Roseville

From: Deborah Cubberley, Executive Officer
Placer LAFCO

Subject: Notice of Preparation for a Draft Subsequent Environmental Impact Report for the North Roseville Specific Plan Phase II

Thank you for the opportunity to comment on the above-mentioned document. It is my understanding that the SEIR will include an analysis that assumes the annexation to the City of the adjacent portion of Fiddyment Road. Any analysis should also address the sphere of influence realignment that would be required prior to such an annexation. Additionally any annexation to the City would be accompanied by a detachment from Dry Creek Fire Protection District and the Countywide county service area, CSA 28.

LAFCO staff views the annexation of this portion of Fiddyment Road to the City as logical and would encourage the City to initiate a reorganization proposal in conjunction with the approval of the specific plan.

PLACER COUNTY PLANNING DEPARTMENT

11414 B Avenue/Auburn, California 95603/Telephone (530) 889-7470/FAX (530) 889-7499

December 17, 1998

Chris Robles
City of Roseville
Planning Department
316 Vernon Street, #104
Roseville, CA 95678

RE: NORTH ROSEVILE SPECFIC PLAN PHASE II NOTICE OF PREPARATION

Dear Chris:

This letter is written in response to the City of Roseville's request for comments on the subject Notice of Preparation (NOP) for the preparation of subsequent EIR for the North Roseville Specific Plan Phase II modifications. We appreciate the opportunity to respond to this proposal given the proximity of the proposed land uses adjacent to the unincorporated area.

The Draft Environmental Impact Report for the project should address the following issues:

1. **Land Use Compatibility** – The subject specific plan proposes new land uses in two separate geographic areas of the City. Both of these areas are located adjacent to County unincorporated lands that are designated Agriculture 80-acre minimum on the Placer County General Plan and/or the Sunset Industrial Area Plan. The County has stated in the past, with the review of the Del Webb project and the North Roseville Specific Plan, its concern over the encroachment of the City's urban uses adjacent to agricultural lands and industrial lands in the unincorporated area, without a sufficient separation or buffer between the two incompatible land uses types.

   Even though the subject project is a modification of land uses previously considered by the North Roseville Specific Plan, the County continues to be concerned about the continuation of the same development pattern, without consideration of suitable buffers or some other separation of incompatible land uses.

   Examples of potential incompatibilities include the following:

   - The Woodcreek West project depicts land uses that range from 4.0 to 20.4 dwelling units/acre adjacent to lands designated 1 dwelling unit/80 acres on the Placer County General Plan. The land use diagram depicts these land uses adjacent to Fiddyment Avenue without a buffer or separation of any kind other than the right-of-way.

   - The Mourier 160 project depicts residential land uses at approximately 5 dwelling units/acre adjacent to lands designated 1 dwelling unit/80 acres on the Placer County General Plan. The land use diagram depicts these land uses adjacent to Fiddyment Avenue on the west without a buffer or separation of any kind other than the right-of-way. To the north, the property lies immediately adjacent to agriculturally designated lands and no separation or buffer is depicted or described.

- The proposal to modify the project to introduce commercial land uses adjacent to agricultural land uses may result in significant adverse environmental impacts. Even though issues associated with incompatibilities are lessened to some extent when compared to the proposed residential land uses, the introduction of a commercial land use could still have negative impacts and should be evaluated.

These potential land use incompatibilities need to be addressed in the EIR. Potential environmental impacts include the following:

a. Agricultural land use activities have the potential to generate noise, dust, and odors from a variety of farming and operational activities. These activities may not be considered obnoxious in an agricultural environment. However, they may be considered obnoxious to residential and commercial land uses. The affect of agricultural operations on commercial and residential land uses should be evaluated and appropriate mitigation measures should be developed.

b. The introduction of residential and commercial land uses adjacent to agriculturally designated areas may have detrimental affect on the ability of the farm operator to conduct farming operations. Experience has shown that urban uses adjacent to agricultural land uses perceive farming operations to be a nuisance. As such, complaints are generated and farming operations can be detrimentally affected in an effort to abate a problem. Trespass and problems with domesticated pets are also common concerns of farmers when urban land uses are introduced in the vicinity of a farm.

c. The incompatibilities of the urban/agricultural interface, combined with the extension of services adjacent to a farm, often result in growth-inducing impacts and the premature or inappropriate conversion of agricultural lands to additional urban uses.

2. **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, with our first review of this project, we continue to believe that changes should be made to the project to address these concerns. If you have any questions about these comments, please do not hesitate to contact me directly.

Sincerely,

Loren E. Clark
Senior Planner

cc: file
Fred Yeager
Supervisor Santucci
CEO

LEC/lec
ref. t:\cmd\cmdp\loren\eir\no_rose2.doc

PLACER COUNTY
DEPARTMENT OF PUBLIC WORKS

Jan Witter, Director
Tim Hackworth, Asst. Director
Wes Zicker, Deputy Director

Ms. Patti Dunn, Planning Director
City of Roseville
311 Vernon Street
Roseville, CA

August 27, 1998

SUBJECT: NORTH ROSEVILLE SPECIFIC PLAN PHASE 1 AND 2

Dear Ms. Dunn:

We have reviewed the Administrative Draft of the subject specific plan. Our review indicates that a portion of the project site will drain south across Baseline Road into Placer County. The area south of Baseline Road, generally known as Bianchi Estates, presently experiences flooding in both minor and major storm events. Residents are inconvenienced and property is damaged in storm events much less than a 100-year flow. This is a significant problem today.

We understand that the North Roseville Specific Plan incorporates stormwater retention to mitigate its impacts of increased stormwater runoff. We request that the City incorporate into the Specific Plan a requirement to mitigate that runoff in accordance with the Placer County Flood Control and Water Conservation District's Stormwater Management Manual. Specifically, we would request incorporation of the requirement to retain the 2, 10, 25, and 100-year events. Adherence to these criteria will mitigate the project impacts by not increasing the flow through Bianchi Estates from major or minor storms. This standard is the same standard that the County of Placer applies to new development projects that drain into areas of the City of Roseville.

We do not do not believe that the project has any responsibility to alleviate the existing problems in Bianchi Estates; however, we do request that steps be taken to avoid increasing the existing problems in the area.

We apologize for the delay in our response to the Draft and appreciate any assistance you can give us in implementing this request.

COUNTY OF PLACER
DEPARTMENT OF PUBLIC WORKS
JAN WITTER, DIRECTOR

WESLEY K. ZICKER, P. E.
DEPUTY DIRECTOR

kbr-c:\wkz\letters\91-15.doc

cc: Supervisor Bill Santucci
Don Lunsford
Fred Yeager

Auburn: 11444 B Avenue / DeWitt Center / Auburn, California 95603-2603 / (530) 889-7500 / Fax (530) 889-7544
Tahoe: 565 West Lake Blvd. / P.O. Box 1909 / Tahoe City, California 96145-1909 / (530) 581-6227 / Fax (530) 581-6228
Internet Address: http://www.placer.ca.gov

PLACER COUNTY
DEPARTMENT OF PUBLIC WORKS

Jan Witter, Director
Tim Hackworth, Asst. Director
Wes Zicker, Deputy Director

December 24, 1998

Mr. Chris Robles, Senior Planner
City of Roseville
Planning Department
316 Vernon Street, #104
Roseville, CA 95678

Subject: Notice of Preparation – Draft Subsequent Environmental Impact Report for the North Roseville Specific Plan Phase II

Dear Mr. Robles:

The Transportation Division of the Public Works Department has reviewed the Notice of Preparation for the Environmental Impact Report for the North Roseville Specific Plan. We offer the following comments for your consideration:

Year 2010 Analysis
The traffic modeling analysis should include Phase 1 of the proposed Placer Vineyards project south of Baseline Road in Placer County. Our Planning and Public Works staff is available to provide you with information on this project.

Cumulative Analysis
The traffic modeling analysis should include the full buildout of the proposed Placer Vineyards project. Our Planning and Public Works staff is available to provide you with information on this project. The cumulative analysis should also include the latest development proposals within Sacramento County (East Antelope Specific Plan) and Sutter County.

Annexation Alternative
The proposal development includes an access on to Fiddyment Road and will result in a substantial amount of additional traffic on Fiddyment Road between Neighborhood C and Baseline Road.

The EIR should evaluate an alternative which includes the annexation of the portion of Fiddyment Road fronting the project, as well as the segment of Fiddyment Road between Blue Oaks Boulevard and the southern limits of Phase 2 – Neighborhood C.

Fiddyment Road Impacts

The EIR should evaluate the impacts of the project on Fiddyment Road, specifically between Neighborhood C and Baseline Road. The potential deficiencies include shoulder width, horizontal alignment, bike lanes and pavement condition. Specific measures should be identified to mitigate these impacts.

Realignment of Junction Boulevard (Circulation Alternative)

Previous traffic modeling analysis has shown a significant reduction in traffic on Baseline Road (between Fiddyment and Watt Avenue) if Baseline Road is extended straight to the west to tie into Fiddyment Road and then extended to swing to the south into Baseline Road west of Fiddyment Road. While we appreciate that the NOP identifies this realignment as an alternative in the EIR, we strongly suggest that the benefits of the alternative realignment to Junction be carefully reviewed and considered from a regional traffic benefit.

Sincerely,

William J. Moore, P.E.
Associate Engineer

jld-c:\data\bill\jlt\NOPCOMM.doc

SUTTER COUNTY

COMMUNITY SERVICES DEPARTMENT

Animal Control
Building Inspection
Emergency Services
Fire Services
Planning
Environmental Health

Rich Hall, Director
Larry Bagley, Assistant Director, Permitting Services
[illegible] Assistant Director, Emergency Services

RECEIVED

DEC 22 1998

PLANNING DEPARTMENT

December 21, 1998

City of Roseville
Planning Department
Attn: Chris Robles
316 Vernon Street, #104
Roseville, CA 95678

Re: Notice of Preparation for the Draft Subsequent Environmental Impact Report for the North Roseville Specific Plan Phase II

Dear Mr. Robles:

Sutter County appreciates the opportunity to respond to the Notice of Preparation for the Draft Subsequent Environmental Impact Report for the North Roseville Specific Plan Phase II.

The EIR should acknowledge that the resultant urban development will contribute to a significant flooding problem in Sutter County. The EIR should identify increased storm water runoff peak flows and total volume as a significant impact. The EIR should include a hydrologic study as part of the impact analysis to determine the degree of protection to be incorporated into the project. Also, any traffic related impacts to Sutter County roadways should be identified and mitigation required.

Please provide Sutter County with a copy of the Draft EIR as provided for in Section 15086 of the CEQA Guidelines. Thank you again for the opportunity to respond to the NOP.

Sincerely,

RICHARDS L. HALL, DIRECTOR
COMMUNITY SERVICES DEPARTMENT

Thomas A. Last
Planning Division Chief

TAL:gsg

cc: County Administrative Officer
County Counsel
Director, Public Works Department

A:\LETTERS\TAL\EIR-NRSP

Roseville Joint Union High School District

1750 CIRBY WAY, ROSEVILLE, CA 95661
Office: (916) 782-4707 ext. 2351 • FAX (916) 782-4030 • E-mail: djones@rjuhsd.k12.ca.us

DENNY JONES, Director
Facilities Development & Technology

December 23, 1998

Chris Robles
City of Roseville Planning Department
316 Vernon Street
Roseville, CA 95678

SUBJECT: NOTICE OF PREPARATION
NORTH ROSEVILLE SPECIFIC PLAN PHASE II

Dear Chris:

Thank you for the opportunity to respond to the Notice of Preparation of a Draft EIR for the proposed project. The Roseville Joint Union High School District has the following comments:

PROPOSED PROJECT:

Phase 2 Specific Plan consisting of 2,575 dwelling units.

STUDENT GENERATION:

429 students in grades 9-12.
Woodcreek West: 323 students assigned to Woodcreek High School
Mourier 160: 106 students assigned to Roseville High School

CURRENT ENROLLMENT/CAPACITIES:

School	Permanent Capacity	Current Enrollment as of 10/9/98	% of Capacity
Roseville	1446	1165	81%
Oakmont	1516	1140	75%
Woodcreek	1660	1892	114%
Granite Bay	1600	1698	106%
Adelante	165	190	115%
Success	32	20	63%
District Total	6419	6105	95%

FACILITY NEEDS:

The build-out of current adopted land use within the district boundaries will generate a projected future enrollment of 9,500 students. In order to adequately house students generated by future development, the following new facilities will be needed:

- New comprehensive high school
- New continuation high school
- New Independence High School
- Reconstruction of Oakmont High School
- Support facilities

Costs associated with the build-out of district facilities is estimated to be $80,000,000.

PROJECT IMPACT:

The cumulative impact of this project and other proposed projects within the District will adversely impact our ability to adequately house students. Woodcreek High School is severely impacted and cannot accommodate new students generated from new housing development. Roseville High School will be impacted in the future, unless alternative housing options are pursued.

In the near future, the district will begin community forums to discuss alternatives for housing future students. Such alternatives could include construction of a new high school and/or changes to attendance boundaries.

The district has no funding at this time to construct a new high school. The district's revenue for facilities construction comes from both State sources and local sources, including developer fees (50/50 program with the Office of Public School Construction). With the passage of Proposition 1A in November, 1998 came the enaction of Senate Bill 50, which changes the manner in which the district is allowed to levy developer fees. The adopted legislation enables the district to collect a fee that is equal to the old "Stirling Fee". As with the old program, statutory fees collected from residential and commercial development within the district will not be sufficient to satisfy facilities needs. Where justified, SB 50 allows the district to collect additional fees in an amount that would approximate 50% of the cost of new facilities. There are specific requirements that must be met by the district before this additional fee can be levied. The district's facility financing program meets these requirements, and the district has initiated documentation to justify the additional fee. We feel confident that justification will be acceptable to the State, however, such documentation will not be completed for many months. It is anticipated that the 50% fee will be equal to or exceed current per lot fees collected through existing Mutual Benefit Agreements.

SB 50 also has a third tier fee which is a 100% fee. This fee can be collected, where justied, when the State is out of school facility money. Should the district ever receive project "approval without apportionment" from the State, the district could collect the 100% fee. The district could not assess the 100% fee on developments that are subject to previously approved Mutual Benefit Agreements.

MITIGATION:

Since 1989 we have had an excellent relationship with the developers within our community. During that period of time, unlike some districts, we have never asked for more than fifty percent of the cost of schools from the development community. Because of the willingness of developers to work with us, we have provided excellent educational facilities throughout the district, increasing the desirability of the Roseville area as a place to raise a family. SB 50 not withstanding, we believe it is in the best interest of the development community, the City of Roseville, its residents and their children, to continue this partnership. Therefore, and because of the potential impacts of this project, the district requests that the owner/developer enter into a voluntary Mutual Benefit Agreement for the payment of school impact fees. The amount of the per lot fee would be calculated as a pro rata fair share contribution equaling 50% of the estimated cost of new facilities to meet the needs of this development.

The developer is put on notice that due to the impacted status of schools within the district, changes to attendance boundaries and/or busing students to other schools may be necessary in the future.

If you have any questions, please contact me at your convenience.

Sincerely,

Denny Jones, Director
Facilities Development & Technology

ROSEVILLE Telephone COMPANY

RECEIVED

DEC 2 3 1998

PLANNING DEPARTMENT

December 17, 1998

Chris Robles
Roseville Planning Dept.
316 Vernon Street, #104
Roseville, CA 95678

Dear Chris:

Re: North Roseville Specific Plan, Phase II

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. Several 30' X 60' rights-of-way may also be required for controlled environment vault (CEV) sites. 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 any apartments, housing projects and commercial buildings, RTC Communication (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

Judee Jensen
Engineer

JEJ/jlg

Pacific Gas and Electric Company
Building and Land Services

343 Sacramento Street
Auburn, CA 95603

December 1, 1998

City of Roseville
Planning Department
316 Vernon Street, #104
Roseville, CA 95678

Re: N.O.P. FOR A DRAFT SUBSEQUENT E.I.R. FOR THE NORTH ROSEVILLE SPECIFIC PLAN PHASE II.

Gentlemen:

PG&E has reviewed this project and has no comment.

Gas service may be available to this project if desired. The developer should contact PG&E's Service Planning Department at (530) 889-3270 as soon as possible to coordinate construction so as not to delay the project.

If you have any questions, please contact me at (530) 889-3163

Sincerely,

Frank L. Forgey
Land Agent

PWG

PETER W. GISSING 116 SONOMA COURT ROSEVILLE, CALIFORNIA 95747

December 3, 1998

City of Roseville
Planning Department
Chris Robles, Senior Planner
316 Vernon Street
Roseville, California 95678

Dear Chris,

Reference your November 18, 1998 letter regarding the North Roseville Specific Plan Phase II. As a Sun City Roseville resident, I am concerned about increased traffic on Fiddyment, Blue Oak, and Pleasant Grove as well as the resulting noise and pollution increases.

I am particularly concerned about the 15 mph corner where northbound Fiddyment meets westbound Blue Oak. I believe that corner will present a real hazard and accident potential with increased traffic. This might encourage more traffic to use Del Webb Boulevard as a primary link between Blue Oak and Fiddyment. And, more cars combined with the existing golf cart traffic will create a situation that is hazardous to the safety of Sun City Roseville residents.

I urge the Planning Department to mitigate traffic concerns as much as possible by improving the Fiddyment/Blue Oak to remove the 15 mph, ninety degree turn. Further, insist that construction traffic use Blue Oak to access the northern Phase II development. Construction traffic for Phase II between Baseline and Pleasant Grove should be restricted to Junction, Baseline, and Fiddyment to the entrance to Phase II. Further, Fiddyment between Baseline and the power substation is going to need some real improvement to withstand the pounding of construction vehicles.

Thank you for your consideration.

Sincerely,

Peter W. Gissing

APPENDIX C

TRANSPORTATION AND CIRCULATION ANALYSIS

APPENDIX C: TRAFFIC AND CIRCULATION

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 2010 was used as the baseline against which impacts are measured. The effects of the Project on existing conditions are discussed in Appendix I of the NRSP EIR.

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 C-1 provides a summary of the existing arterial and collector roadways in the eight specific plan areas as well as the Infill and North Industrial areas. Figure C-1 illustrates the arterial/collector roadway system that currently serves the City of Roseville. It should be noted that some roadways in the specific plan areas are not currently constructed and therefore, are not included in Table C-1. As noted in the table, other roadways are only partially complete. Also included on Figure C-1 is the state highway system that serves the Roseville area.

Fiddyment Road, Blue Oaks Boulevard, Pleasant Grove Boulevard, Junction Boulevard and Baseline Road are roadways that directly serve 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. The traffic volumes range from 133,000 vehicles per day (veh/day) west of Riverside Avenue to 106,000 veh/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 veh/day between I-80 and Harding to 19,000 veh/day north of Blue Oaks.

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

TABLE C-1

ARTERIAL AND COLLECTOR SYSTEM IN THE CITY OF ROSEVILLE[1]

Subarea	Arterials	Collectors
Infill	Vernon Street (north of Cirby) Atlantic Street (Vernon to I-80) Cirby Way Riverside Avenue Auburn Boulevard Roseville Road Harding Boulevard (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 Street (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 Road (South Cirby to Sacramento County 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 Boulevard/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 Douglas Boulevard Roseville Parkway Sierra College Boulevard Eureka Road Rocky Ridge Drive (south of Douglas Boulevard)	Johnson Ranch Drive Johnson Ranch Drive McLaren Drive Professional Drive Parkhill Road Old Auburn Road (south Cirby to Roseville Parkway) North Cirby Way
Del Webb Specific Plan	Fiddyment 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 Phase 1	Blue Oaks Boulevard Woodcreek Oaks Boulevard[2]	Diamond Creek Boulevard[2]

TABLE C-1

ARTERIAL AND COLLECTOR SYSTEM IN THE CITY OF ROSEVILLE[1]

Subarea	Arterials	Collectors
North Roseville Industrial Area	Washington Boulevard Industrial Avenue Foothills Boulevard Blue Oaks Boulevard Woodcreek Oaks Boulevard[2]	
Stoneridge Specific Plan	Sunrise Avenue Roseville Parkway Stoneridge Drive	Collector "A" Scarborough Drive

Source: City of Roseville

Notes:

1. See Figure C-1. Some roadways are not constructed, and have not been reflected on Figure C-1.
2. Portions of roadway have not yet been completed.

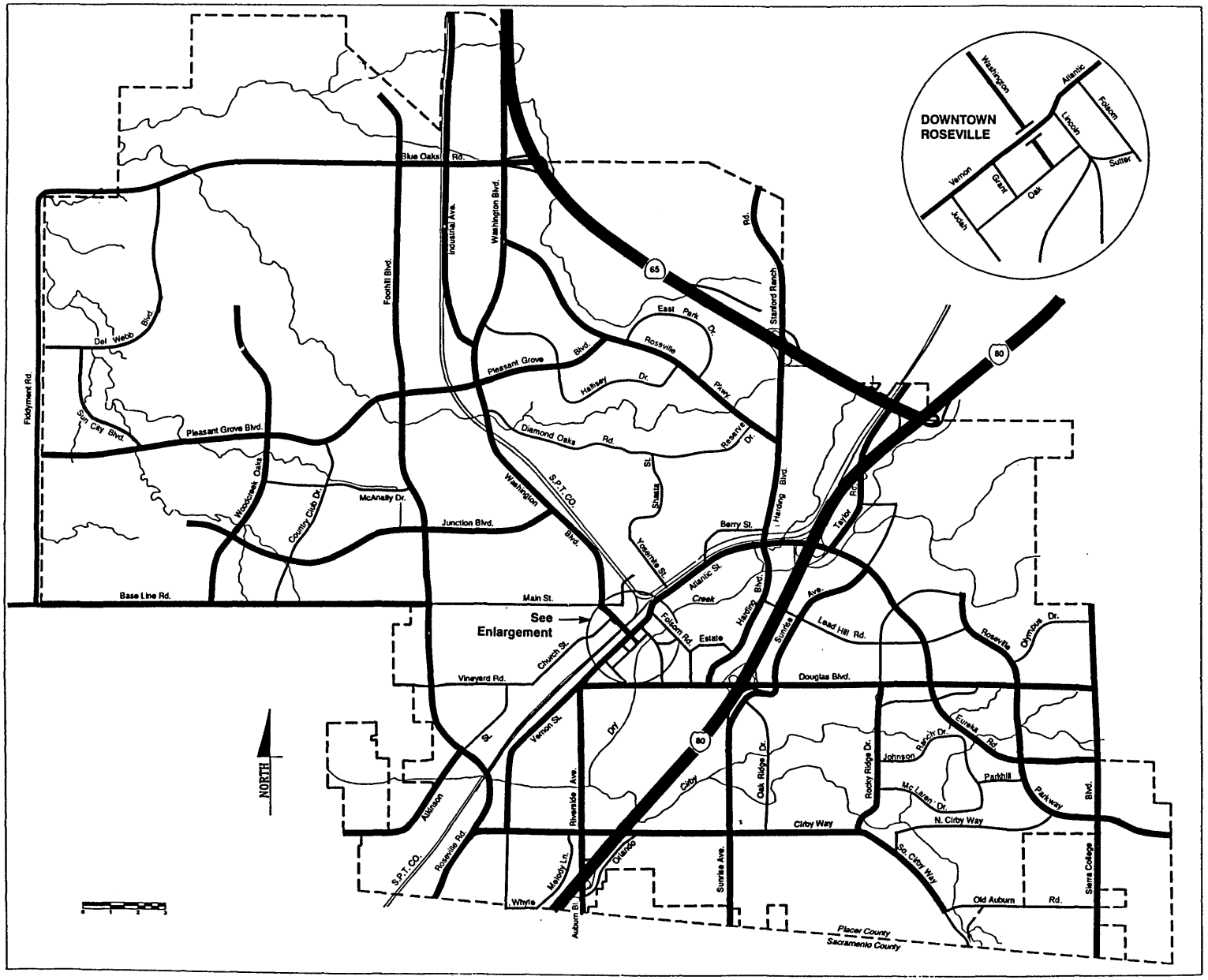


Figure C-1
Existing Arterial/Collector Roadway System

North Roseville
Specific Plan Phase II EIR

Freeway
Arterial
Collector

DKS *Associates*

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 veh/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 veh/day.

Atlantic Street connects downtown Roseville to I-80 as well as to the Northeast Specific Plan Area via Eureka Road. It is four lanes wide at I-80 but narrows to two lanes west of Harding Boulevard. It remains two lanes until it changes into Vernon Street in the downtown area. This section of Atlantic will be widened to four lanes within the next year. Between Vernon Street and Harding Boulevard, Atlantic Street carries about 16,700 veh/day. Both Eureka Road and Atlantic Street handle moderate daily traffic volumes (21,800 veh/day and 25,000 veh/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 veh/day.

Blue Oaks Boulevard is a four lane east–west arterial that links SR 65 to Foothills Boulevard. It serves 15,200 veh/day. A two-lane extension of Blue Oaks Boulevard from Foothills Boulevard to Fiddyment 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 veh/day) and west of Sunrise Avenue (32,000 veh/day). On Old Auburn Road (south of Cirby Way), daily volumes are significantly less (10,600 veh/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 veh/day) and west of Sunrise Avenue (51,800 veh/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 veh/day).

Fiddyment 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 Fiddyment Road are approximately 5,000 veh/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 veh/day in 1996). Significant daily volumes also occur between Baseline Road and Junction Boulevard (24,600 veh/day).

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 veh/day (north of Douglas Boulevard) to 14,000 veh/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 veh/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 veh/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 veh/day between Foothills Boulevard and Washington Boulevard but drop west of Foothills Boulevard to 11,300 veh/day.

Pleasant Grove Boulevard is a four-lane, east–west arterial that extends from Fiddyment 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 Fiddyment 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 veh/day and 44,300 veh/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 veh/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 veh/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 veh/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 veh/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 veh/day south of Old Auburn Road and 19,500 veh/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 veh/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 veh/day) and south of Cirby Way (40,500 veh/day). Volumes are somewhat lower between Cirby Way and Oak Ridge Drive (28,300 veh/day) and decrease significantly north of Douglas Boulevard (17,900 veh/day south of Eureka Road).

Taylor Road is a north–south arterial which 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 veh/day. South of Douglas Boulevard, Vernon Street is a two-lane arterial that serves 8,100 veh/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 veh/day (south of Blue Oaks Boulevard) to 9,000 veh/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 veh/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 were provided by the following:

- City of Roseville Public Works Department (1995 - 1996 traffic count data);
- Caltrans "1997 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 C-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 nor the ability of the street network to carry additional traffic. To accomplish this, the concept of "level of service" has been developed.

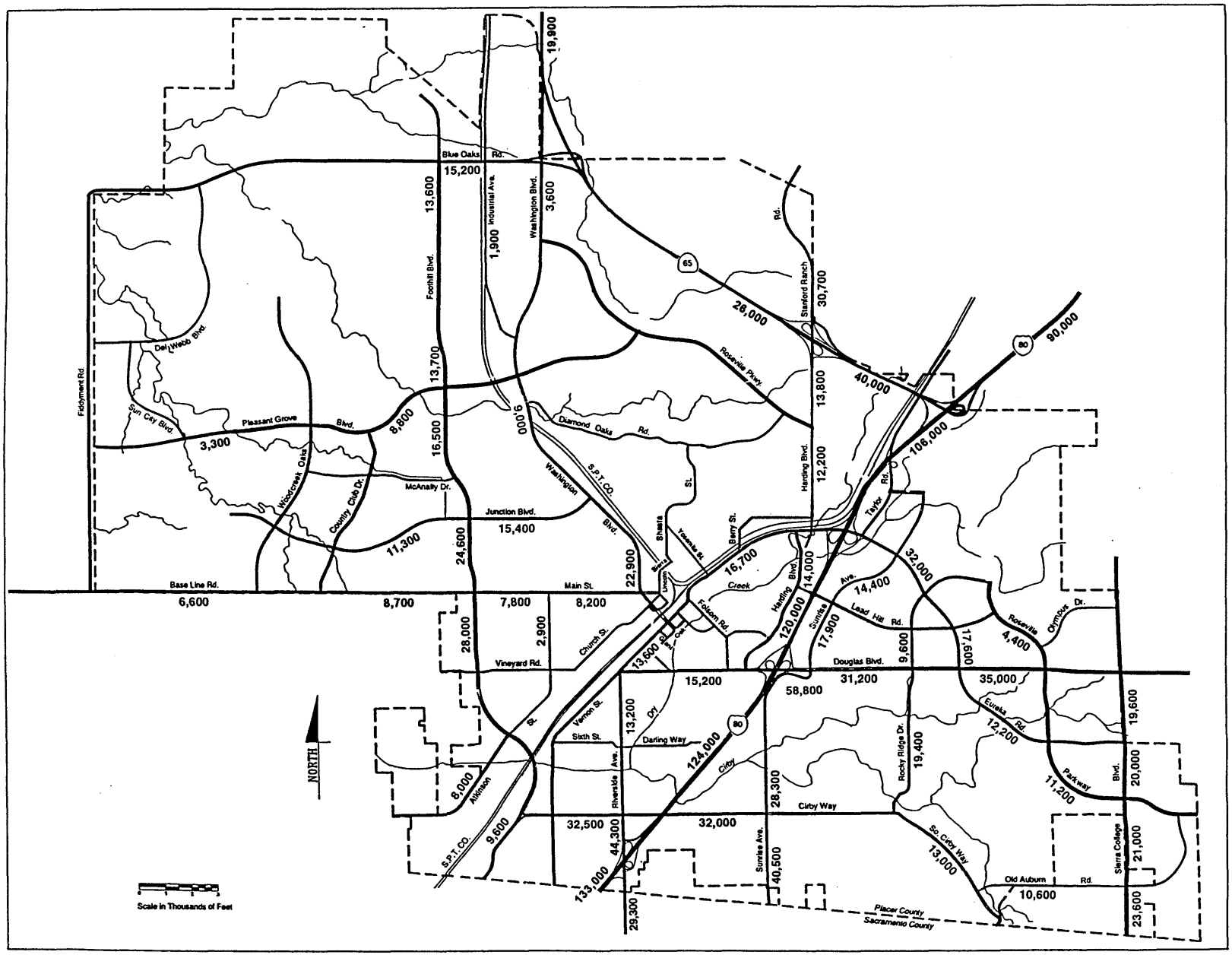


Figure C-2
Existing Daily Traffic Volumes

North Roseville
Specific Plan Phase II EIR

DKS *Associates*

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. The General Plan level of service policy, however, would allow LOS "D" at locations in the City's infill area 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.

Intersections control the traffic flow and capacity of Roseville's arterial/collector system. As in the 1992 General Plan Update, intersection operations were evaluated using the Transportation Research Board Circular 212 (critical movement) method. Table C-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.

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 EIR, 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 C-3.

Table C-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, 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 C-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 C-3 shows the Roseville end of the transit route.

TABLE C-2

LEVEL OF SERVICE DEFINITIONS AT SIGNALIZED INTERSECTIONS

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	Forced Flow/Excessive Delays: Represents jammed conditions. Intersection operates below capacity with low volumes. Queues may block upstream intersections.

Source: Transportation Research Board, 1985.

Notes:

- The ratio of the traffic volume demand at an intersection to the capacity of the intersection.
- The City of Roseville has established a volume-to-capacity ratio of 0.81 as the LOS C threshold.

TABLE C-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 C-4

EXISTING LEVELS OF SERVICE AT SIGNALIZED INTERSECTIONS
(P.M. Peak Hour)

Intersection	Volume/Capacity Ratio	Level of Service
Washington Blvd. at Blue Oaks Blvd.	0.63	B
Foothills Blvd. at Blue Oaks Blvd.[1]	0.33	A
Foothills Blvd. at Pleasant Grove Blvd.	0.49	A
Foothills Blvd. at Junction Blvd.	0.56	A
Foothills Blvd. at Baseline Rd./Main St.	0.71	C
Foothills Blvd. at Cirby Way	0.77	C
Riverside Ave. at Cirby Way	0.99	E
Washington Blvd. at Pleasant Grove Blvd.	0.26	A
Washington Blvd. at Junction Blvd.	0.47	A
Washington Blvd. at Main St.	0.59	A
Woodcreek Oaks Blvd. at Pleasant Grove Blvd.	n/a[2]	A
Woodcreek Oaks Blvd. at Junction Blvd.	n/a[2]	A
Woodcreek Oaks Blvd. at Baseline Rd.	0.69	B
Fiddyment Rd. at Baseline Rd.	n/a[2]	A
Fiddyment Rd. at Pleasant Grove Blvd.	n/a[2]	A
Sun City Blvd. at Pleasant Grove Blvd.	n/a[2]	A
Fiddyment Rd. at Del Webb Blvd.	n/a[2]	A

Source: DKS Associates, 1995.

Notes:

1. Although not currently signalized, intersection meets signal warrants and is planned for traffic signalization in near future. Therefore, the traffic analysis assumes signalization at this location.
2. Stop-controlled intersection; volume-to-capacity ratio does not apply.

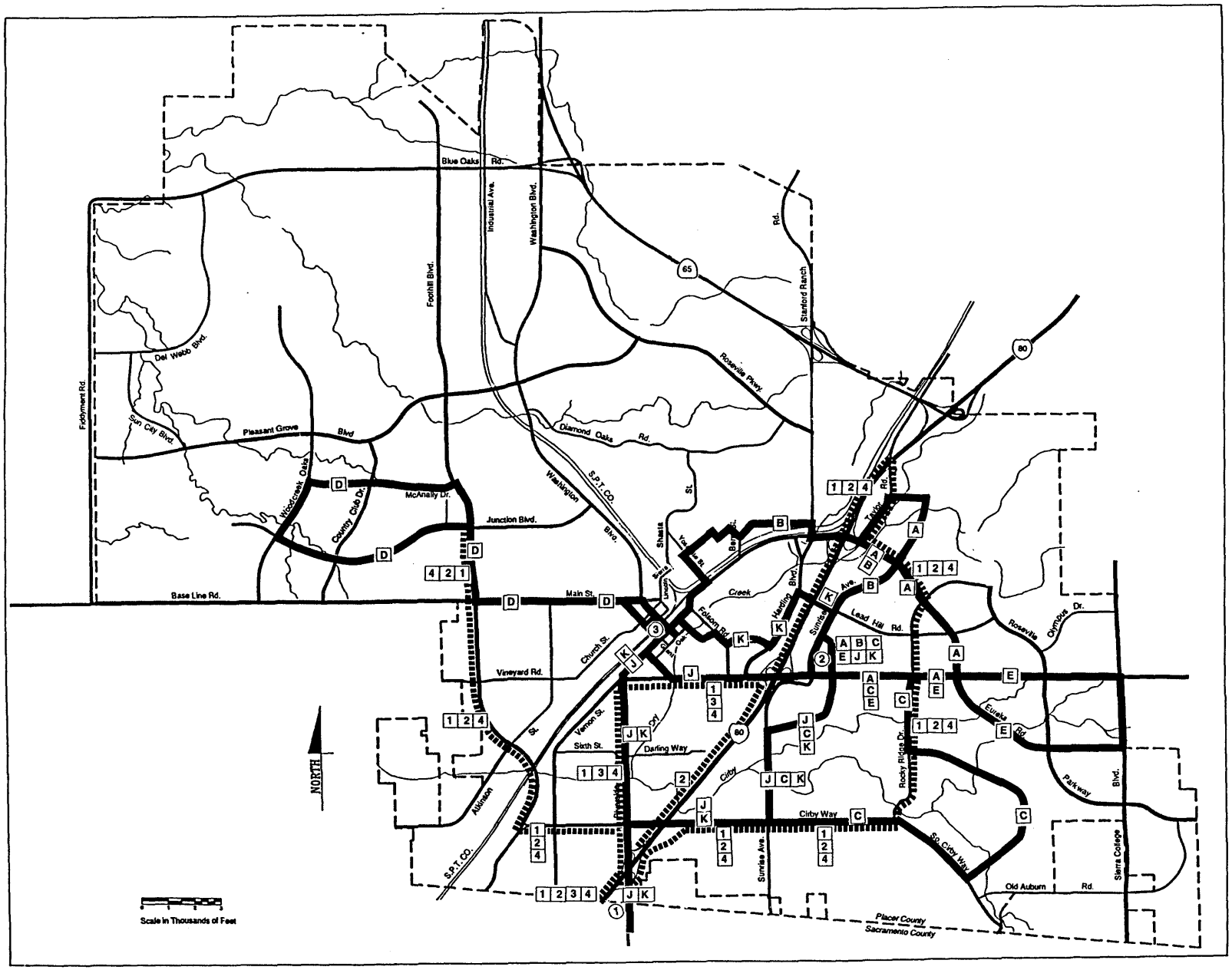


Figure C-3
Existing Transit Routes

North Roseville
Specific Plan Phase II EIR

Key:
- A B C — Roseville Transit (Route Designations)
- 1 2 3 — Roseville Transit Commuter

Transfer Points:
1. Auburn Blvd. (at K-Mart)
   - Roseville Transit
   - Placer Co. Transit
   - Sacramento RT
2. Santa Clara Drive
   - Roseville Transit
   - Placer Transit
3. City Hall
   - Roseville Transit
   - Placer Co. Transit

***DKS** Associates*

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.

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 which 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 crossflows 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 crossflows 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 city-wide 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 C-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 City's infill area and its specific plan areas are described below:

Infill Area. Existing Class I bicycle paths include route segments located in the floodways of Dry Creek through Royer Park, Cirby Creek, and Linda Creek, a small route from the end of Sierra Gardens Drive to Meadowlark, and for a portion of Sunrise Avenue between Sandringham and Kensington Drives. Developed Class II bicycle lanes are located along Harding Boulevard from Lead Hill Road to Atlantic Street and Sierra Gardens Drive between Douglas Boulevard and Santa Clara Drive. A Class III bicycle route exists along Keehner Avenue from Darling Way to Douglas Boulevard.

Folsom Road from Sutter Avenue to Douglas Boulevard was once a Class II bicycle lane, but is not now. The extra road width required for the placement of a left-turn lane on Folsom Road at Estates Drive was attained by removing the bicycle lane. In addition, according to the City's Engineering Department, Nevada, Ben Ezra, and Donner Avenues are no longer Class III bicycle routes.

Northwest Roseville Specific Plan Area. The specific plan includes Class IA and Class II bikeways along Woodcreek Oaks Boulevard, Country Club Drive, Foothills Boulevard, Junction Boulevard, Wakefield Road, Pleasant Grove Boulevard and portions of Baseline Road. Sections of this system have been developed. The specific plan also describes several recreation bicycling routes, along the power line easements from west of Woodcreek Oaks Boulevard to Washington Boulevard, through the floodway along Pleasant Grove Creek, and through the floodway of the South Branch of Pleasant Grove Creek to Parcel 21 (a 10-acre school site) and then south to connect with the power line easement bicycle trail. This bikeway system has not yet been fully developed. Class II bicycle facilities on newly constructed roadways are in place.

North Central Roseville Specific Plan Area. The specific plan shows Class IA bicycle paths and Class II bicycle lanes along Washington Boulevard north of Pleasant Grove Boulevard, Roseville Parkway, Pleasant Grove Boulevard, Harding Boulevard, Eastpark Drive and Collector D. Class II facilities were included on the recently constructed roadways in this specific plan area. These include Roseville Parkway, Pleasant Grove Boulevard, and Harding Boulevard. Additional Class I bicycle paths are planned along lower watersheds, Antelope Creek, wetland preserves and adjacent to SR 65. Additional Class II bicycle lanes are planned along residential collectors. Two Class III bicycle route segments are planned to connect portions of the on-street Class I paths to the lower watershed areas. All local residential streets will be designated as Class III bicycle routes.

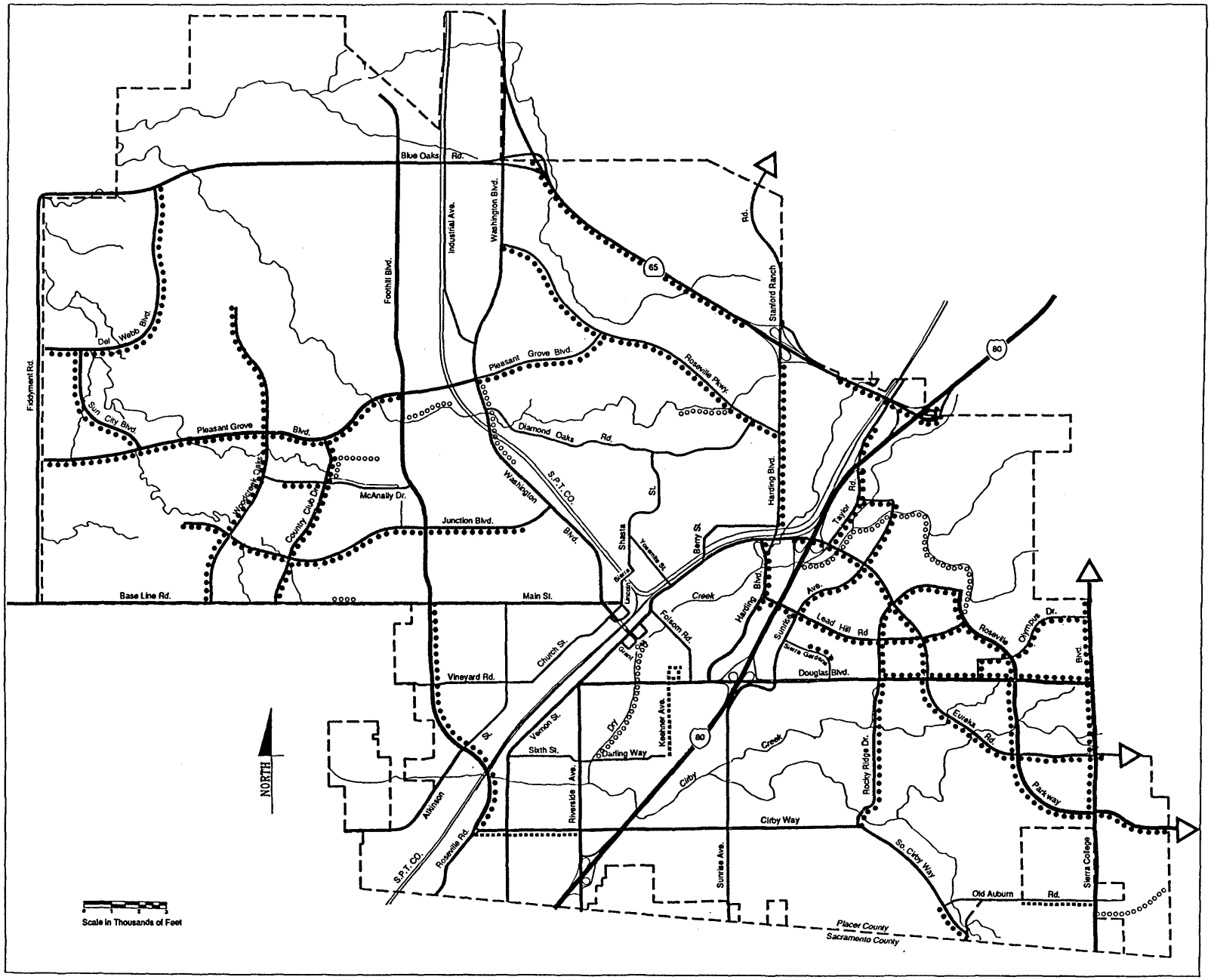


Figure C-4
Existing Bike Routes

North Roseville
Specific Plan Phase II EIR

DKS *Associates*

Northeast Roseville Specific Plan Area. The specific plan includes a bicycle trail along Miners Ravine extending from near the intersection of Taylor and Eureka Roads all the way along the Ravine, with a leg branching off to connect with Lead Hill Road and Roseville Parkway. The plan does not specifically show a bikeway system within the road rights-of-way, but does include an implementation policy to "include on-street bikeways for commuter bicycle use." Class I and Class II bikeways have been included in or are planned in the development of Eureka Road, Lead Hill Road, East Roseville Parkway, North Sunrise Avenue, Rocky Ridge Drive, Douglas Boulevard, Sierra College Boulevard, and portions of Olympus Drive.

Southeast Roseville Specific Plan Area. According to this specific plan, Class IA and II bikeways are included within the rights-of-way of Eureka Road and Roseville Parkway from Douglas Boulevard to Sierra College Boulevard. Field inspection reveals that the section of Douglas Boulevard between Eureka Road and Sierra College Boulevard includes a Class II bicycle lane.

Del Webb Specific Plan Area. The specific plan includes off-street Class IA and on-street Class II bicycle lanes proposed as part of the development of Blue Oaks Boulevard, Fiddyment Road, Pleasant Grove Boulevard, Sun City Boulevard, and Del Webb Boulevard, some of which have already been constructed. A system of on-street Class II bicycle lanes will also be provided along the local roads within the plan area, and will provide linkages to the proposed Pleasant Grove Creek bicycle trail and Mahany Regional Park (via Pleasant Grove Boulevard).

Highland Reserve North Specific Plan Area. The specific plan includes Class II bike lanes on Stanford Ranch Road, Pleasant Grove Boulevard, Fairway Drive, Highland Drive and Central Park Drive. Both Stanford Ranch Road and Pleasant Grove Boulevard will provide connections to the City's bikeway system.

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 Fiddyment Road.

Stoneridge Specific Plan. The specific plan includes Class II bike lanes on Roseville Parkway, Sierra College Boulevard, Scarborough Drive, Stoneridge Drive and Collector "A". A Class I bike path is also planned along Miner's and False Ravines.

Trucks

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

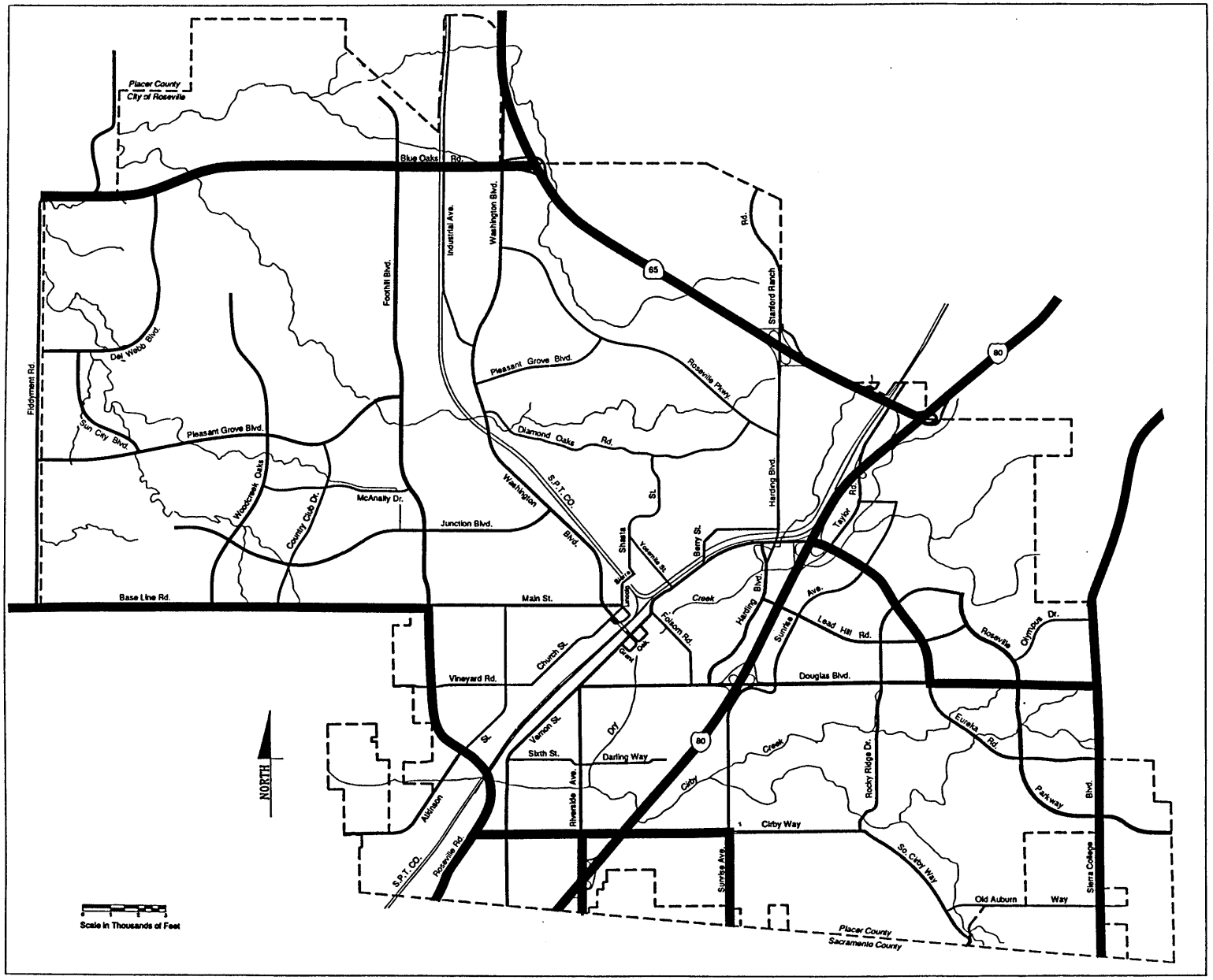


Figure C-5
Existing Truck Routes

North Roseville
Specific Plan Phase II EIR

Truck Routes

DKS *Associates*

- 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 SR 65.

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

Rail

Southern 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.

Figure C-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 Southern 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 Southern Pacific main line tracks (see Figure C-6).

The northern spur of the Southern 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

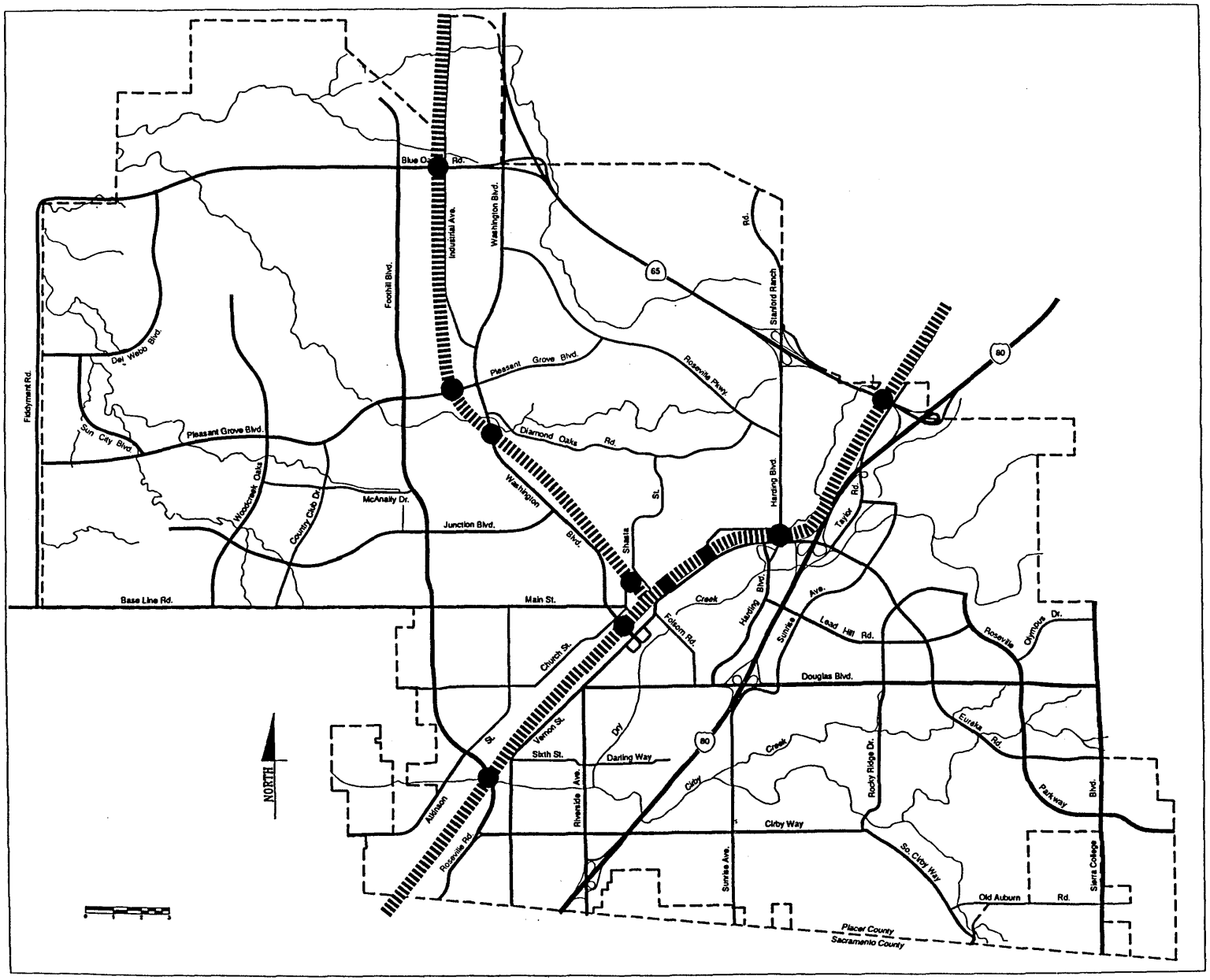


Figure C-6
Existing Railroad Facilities

North Roseville
Specific Plan Phase II EIR

Southern Pacific Transportation Company Mainline

At-Grade Crossings

Grade-Separated Crossings

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Grove Boulevard, Washington Boulevard, and Sierra Boulevard) are shown on Figure C-6. The Pleasant Grove at-grade crossing of this spur is under construction and is scheduled to be completed by summer of 1997.

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 proposed project site comprises of 653.6 acres on two sites, or "neighborhoods." The northern (Neighborhood "C") site is bounded by the Del Webb Specific Plan Area on the south, the North Roseville Specific Plan Phase 1 on the east, the City limit on the north and Fiddyment Road on the West. The southern site (Neighborhood "D") is bounded by Baseline Road on the south, the Northwest Roseville Specific Plan Area on the east, Pleasant Grove Boulevard on the north and Fiddyment Road on the west.

Both sites are currently undeveloped and as such do not generate traffic volumes. They do not contain internal paved roadways, but they are served by several roadways along their perimeter, including Baseline Road, Junction Boulevard, Pleasant Grove Boulevard, Fiddyment Road and Blue Oaks Boulevard.

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 (LOS)[1] 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. The General Plan policies, however, allow LOS "D" at locations within the City's infill area where the City decides, based on established criteria, that the improvements are not worth the benefits of having LOS "C" for all hours of the day.

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 20-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 is currently being updated and is expected to be completed by early 1999

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 which provides guidelines for the development of a city-wide network of bicycle facilities and design standards (based on Caltrans standards) for new bicycle facilities in Roseville.

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[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.

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.

IMPACTS

In order to provide a more conservative (i.e., worst case) impact analysis, the following discussion utilizes 2010 market conditions as the baseline scenario upon which the proposed project is added.

Method of Analysis

The proposed project is a large, mixed-use 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 2010 Market scenario initially identified in the City's General Plan EIR and subsequently revised. 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 I of the NRSP EIR.

The development of transportation system needs and impacts is based on the travel demand model which was originally developed by DKS Associates in 1992 for the City of Roseville and Placer County, and has since been updated and recalibrated. The model translates land uses into transit patronage and roadway 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) and is consistent with the regional model that has been used by the Placer County Transportation Planning Agency (PCTPA) to prepare the Placer County Congestion Management Program (CMP) and Regional Transportation Plan (RTP). The model also 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 for 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 EIR, levels of service were evaluated at over

100 existing and planned intersections throughout the City of Roseville and surrounding communities, using intersection geometrics identified in the City's 2010 CIP and the corresponding CIPs of other communities.

Transportation System and Development Assumptions of the Future Baseline Condition

Traffic impacts of the proposed project are based on a comparison to the traffic impacts from a future scenario of growth under the existing General Plan: the Future Baseline Condition (No Project Alternative) which is based on the 2010 Market scenario of the existing General Plan.

Development Assumptions for the Baseline Condition

The Circulation Element of the City's General Plan is intended to accommodate Roseville's anticipated population and employment growth through the year 2010 based on the 2010 Market scenario described in the General Plan Update EIR. The development assumptions under the existing General Plan for the 2010 Market scenario have been subsequently revised and used to define the future baseline condition (also known as the No Project Alternative). The General Plan Update EIR also described a 2010 Market/Specific Plan Buildout scenario; these development assumptions were used to define the cumulative condition (see Section 5).

Subsequent to the General Plan EIR, the 2010 Market scenario has undergone several revisions to include the Del Webb Specific Plan, the Regional Mall, the Hewlett-Packard Master Plan, the NEC M-2 Line Expansion, the Highland Reserve North Specific Plan, the North Roseville Specific Plan Phase I and the Stoneridge Specific Plan, and to incorporate revised assumptions related to non-residential land uses. Each of the revisions are assumed in the Future Baseline condition.

The Future Baseline condition assumes the Highland Reserve North Specific Plan. This plan, which is located along the north side of SR-65 between Stanford Ranch Road and Blue Oaks Boulevard, will consist of approximately 1,770 dwelling units (primarily medium density, single-family) and a large component of Regional Commercial (140 acres) and Business/Professional (25 acres) uses. The site will also include the Adventure Christian Church and School, as well as over 50 acres of Parks and Open Space. For the Future Baseline condition, it was assumed that all land uses within the Highland Reserve North Specific Plan would be built out by the year 2010, with the exception of the commercial component. It was assumed that only 690 thousand square feet (ksf) of the 1,530 ksf of retail uses included in the project would be developed by 2010.

The North Roseville Specific Plan (NRSP) Phase 1, was also assumed as part of the Future Baseline Condition. This plan area is located in the western portions of the City of Roseville; most of the plan area is situated along Blue Oaks Boulevard, near the planned extension of Woodcreek Oaks Boulevard. At buildout, the NRSP Phase I will consist of 2,250 dwelling units, 210 ksf commercial, 235 ksf business/professional, and Eskaton Village.

The Future baseline condition also includes the recently-approved Stoneridge Specific Plan (SRSP) which is located north and east of the Northeast Roseville Specific Plan area and west of Sierra College Boulevard. At buildout, this plan area will contain 2,882 dwelling units, 42 ksf of business/professional space and 223 ksf of retail space.

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. For the rest of Placer County, the 2010 development and buildout estimates in Roseville's General Plan Update EIR were prepared by Angus McDonald and Associates (1992); including estimates of population, dwelling units, employment, and floor area (for non-residential development) in each city and community project area in Placer County. Their land use forecasts were subsequently used by the Placer County Transportation Planning Agency (PCTPA) to prepare Placer County's CMP and Regional Transportation Plan (RTP). Except for the City of Rocklin and the proposed Cavitt Ranch Villages project in Placer County, these are the development assumptions that were used for Placer County in the Future Baseline(No Project) Alternative.

The assumed residential growth in this EIR under the No Project Alternative for Placer County as a whole is essentially the same as the 2010 countywide forecasts used by the City of Rocklin to evaluate 2010 conditions for the recent update of their circulation element. The countywide employment estimates under the No Project Alternative are essentially the same as the 2010 forecasts used by the City of Rocklin, as well as Placer County's 2010 growth scenarios presented in the "Issues and Options Report" for their General Plan Update. The Placer County General Plan EIR did assume a more aggressive employment growth by 2010, but the EIR indicated that it may take longer than 2010 for this employment growth to occur.

The principal difference between the 2010 development forecasts prepared for recent updates of the general plans for Roseville, Rocklin and Placer County concerns how land use is allocated within Placer County. The EIRs on these updates all recognized that the supply of land for housing and, in particular, non-residential uses in South Placer County would greatly exceed the demand for these uses through the year 2010. With this ample supply, a range of alternative land use allocations could be prepared. The growth scenarios used in this EIR were prepared for the purpose of analyzing the proposed project. They represent one possible and reasonable outcome for the amount and distribution of growth and development in Placer County. They are generally consistent with those used in Roseville's General Plan Update EIR, and those used by the Placer County Transportation Planning Agency.

To develop the land use assumptions for Rocklin under the No Project Alternative and the proposed project, this EIR used the year 2010 development assumptions developed by the City of Rocklin in their Circulation Element Update in 1994.

The development assumptions used to define the land use within Placer County outside of Roseville for the Future Baseline condition is summarized in Table C-5.

TABLE C-5

2010 DEVELOPMENT ASSUMPTIONS IN SOUTH PLACER COUNTY OUTSIDE OF CITY OF ROSEVILLE

Area[1]	Dwelling Units	Non-Residential Square Footage (1,000 sq. ft.)		
		Retail	Office	Industrial
Rocklin City	18,817	3,774	1,400	3,477
Lincoln City	5,900	392	144	1,430
Dry Creek/West Placer CPA	1,300	153	13	237
Granite Bay CPA	8,600	723	157	130
Sunset CPA	0	52	26	3,850
Placer Central/Placer West	3,400	59	0	252
Total	**38,017**	**5,153**	**1,740**	**9,376**

Source: DKS Associates, 1994.

Notes:
1. Areas represent Sphere of Influence areas of Cities, Community Plan Areas (CPA) and the Placer Central/Placer West area of unincorporated South Placer County as defined in the Placer County General Plan Update.

Outside of Placer County, the travel forecasts for the General Plan Update EIR used 2010 land use and trip generation estimates prepared by the Sacramento Area Council of Governments (SACOG) in 1991. These same 2010 estimates were used to estimate the impacts of the No Project Alternative and the proposed project in this EIR.

Transportation System Assumptions Under Future Baseline (No Project)

The transportation system assumed under the No Project Alternative is described in this section. The additional transportation system improvements assumed under the proposed project are described in the following section.

The Future Baseline, or "No Project" scenario is a 2010 Market scenario that includes land use and circulation system assumptions that are anticipated to occur by the year 2010 as shown in approved development plans. For the purposes of this analysis, the Future Baseline Condition includes all of the transportation improvements contained in the 2010 Market scenario of the General Plan EIR (with subsequent revisions) and the following plans:

- Del Webb Specific Plan
- NEC Facility Expansion
- Hewlett-Packard Master Plan
- Highland Reserve North Specific Plan
- North Roseville Specific Plan Phase I
- Stoneridge Specific Plan

Outside the City of Roseville, the same transportation improvements used in the 2010 Market analysis for the Roseville General Plan Update EIR (City of Roseville, 1992) were assumed for the No Project Alternative. These included the extension of light rail to Roseville with a substantial "feeder" bus system to the light rail stations plus expansion of the Capitol Corridor intercity rail line to include service between Colfax and the Bay Area. The assumed roadway improvements are generally consistent with PCTPA's Regional Transportation Plan. That roadway system includes improvements to a number of major arterial roadways in South Placer County, and some improvements to the State's highway system, including the widening of SR65 between Roseville and Lincoln. The extension of light rail from Antelope to Roseville represents an "unfunded" improvement in the Placer County RTP and SACOG's MTP; however, its inclusion is consistent with the assumptions used for the 2010 Market scenario in the General Plan Update EIR. The inclusion of this improvement has little effect on mode choice under the 2010 Market scenario; transit ridership is projected to be between 1 and 2 percent under a 2010 horizon. The widening of I-80 to accommodate HOV lanes is included in the 1996 MTP between Madison Avenue and the Sacramento/Placer County line but was not assumed in the Future Baseline condition.

Within the City, the roadway needs in the future baseline condition (No Project Alternative) are shown in Table C-6 and Figure C-7. These needs reflect the City's 2010 CIP and were assumed to be fully implemented.

Impacts From Development of Future Baseline (No Project Scenario)

The following information is intended to summarize impacts associated with the development of land uses as allocated by the Future Baseline, or 2010 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.

Analysis of the 2010 Market scenario in the General Plan EIR identified a number of existing roadways that would require widening or extension in order to maintain a level of service "C" standard under 2010 Market development levels. In addition, a number of intersection improvements were identified. These roadway and intersection improvements are summarized in Table C-6 and shown in Figure C-6.

Subsequent to the General Plan Update EIR, the development assumptions for the 2010 Market scenario have been amended several times to incorporate the Del Webb Specific Plan, the Regional Mall, the Hewlett-Packard Master Plan, the NEC M-2 Line Expansion, the Highland Reserve North Specific Plan, Phase 1 of the North Roseville Specific Plan and the Stoneridge Specific Plan. This revised land use was analyzed using the same roadway network identified in the General Plan for the 2010 Market scenario and additional roadway and intersection improvements were identified. These improvements are also included in Table C-6.

TABLE C-6

2010 MARKET ROADWAY IMPROVEMENTS IDENTIFIED IN PREVIOUS DOCUMENTS

Project	2010 Market-GP EIR	Del Webb SP EIR	NEC M-2 Line Exp. EIR	HP Master Plan EIR	Highland Reserve North SP EIR	North Roseville SP EIR	Stoneridge SP EIR
Roadway Extensions							
Fairway Dr. (2 lanes) - Stanford Ranch to Blue Oaks					X		
Junction Bl. (2 lanes) - Woodcreek Oaks to Baseline		X					
Pleasant Grove Bl. (4 lanes) - SR65 to City of Rocklin	X						
Roseville Pkwy. (6 lanes) - Rocky Ridge to Sunrise	X						X
Roseville Pkwy. (6 lanes) - Taylor to Harding	X						
Roseville Pkwy. (4 lanes) - Washington to Foothills	X						
Stoneridge Dr. (4 lanes) - Roseville Pkwy to Sierra College Blvd.							X
Woodcreek Oaks Bl (2 lanes) Pleasant Grove to Blue Oaks	X						
Roadway Widenings							
Atlantic St. (4 lanes) - Vernon to Harding	X						
Baseline Rd. (4 lanes) - City limits to Foothills	X						
Blue Oaks Bl. (5 lanes) - Industrial to Foothills		X		X			
Blue Oaks Bl. (4 lanes) - Foothills to Woodcreek Oaks				X			
Blue Oaks Bl. (6 lanes) - HP Collector 'B' to Foothills						X	
Cirby Wy. (5/6 lanes) - Foothills to Oak Ridge	X						
Eureka Bl. (6 lanes) - Douglas to Professional	X						
Foothills Bl. (6 lanes) - Cirby to Pleasant Grove	X						
Foothills Bl. (6 lanes) - Pleasant Grove to 500' north		X					
Foothills Bl. (6 lanes) - 500' n/o Pleasant Grove to HP South Gate				X			
Riverside Ave. (6 lanes) - Cirby to Orlando	X						
Rocky Ridge Dr. (6 lanes) - Professional to n/o Target	X						

TABLE C-6

2010 MARKET ROADWAY IMPROVEMENTS IDENTIFIED IN PREVIOUS DOCUMENTS

Project	2010 Market-GP EIR	Del Webb SP EIR	NEC M-2 Line Exp. EIR	HP Master Plan EIR	Highland Reserve North SP EIR	North Roseville SP EIR	Stoneridge SP EIR
Roseville Pkwy. (4 lanes) - City limits to Sierra College	X						
Roseville Pkwy. (5 lanes) - Pleasant Grove to 500' north					X		
Roseville Rd. (4 lanes) - City limits to Cirby Way	X						
Sierra College Bl. (4 lanes) - Douglas to Rocklin limits							X
Sierra College Bl. (6 lanes) - County line to Douglas	X						
Stanford Ranch Rd. (4 lanes) Fairway to City limits	X				X		
S. Cirby Way (4 lanes) - Rocky Ridge to Old Auburn	X						
Sunrise Ave. (6 lanes) - County line to Madden	X						
Taylor Rd. (4 lanes) - I-80 to City limits	X						
Washington Bl. (4 lanes) - Sawtell to Blue Oaks	X						
Intersection Improvements (add turn lanes)							
Eureka Rd./Douglas Bl.	X						
Fiddyment/Baseline/Walerga		X					
Foothills Bl./Blue Oaks Bl.						X	
Foothills Bl./Main St.	X						
Foothills Bl./NEC/HP South			X				
Foothills Bl./Pleasant Grove	X			X			
Harding Bl./Atlantic St.	X						
Riverside Av./Cirby Way	X						
Rocky Ridge Dr./Cirby Way	X						
Roseville Rd./Cirby Way	X						
Santa Clara Dr./Douglas Bl.	X						
Sierra College Bl/Douglas Bl	X						
Sierra Gardens/Douglas Bl.	X						
Sunrise Av./Douglas Bl.	X						
Sunrise Av./Roseville Pkwy.							X
Taylor Rd./Eureka Bl.	X						
Vernon St./Cirby Way	X						
Washington Bl/Blue Oaks Bl	X						
Taylor Rd./Roseville Pkwy.				X			
Grade Separation							
Harding Bl./Roseville Pkwy.	X						
Riverside Av./Cirby Way	X						
Sunrise Av./Douglas Bl.	X						

TABLE C-6

2010 MARKET ROADWAY IMPROVEMENTS IDENTIFIED IN PREVIOUS DOCUMENTS

Project	2010 Market-GP EIR	Del Webb SP EIR	NEC M-2 Line Exp. EIR	HP Master Plan EIR	Highland Reserve North SP EIR	North Roseville SP EIR	Stoneridge SP EIR
Unmitigated Intersections Operating at Level of Service D or E							
Sunrise Av./Cirby Wy.	E	E	E	E	D	D	E
Sierra College Bl/Douglas Bl	D	D	D	D	D	D	D

Source: DKS Associates, 1998

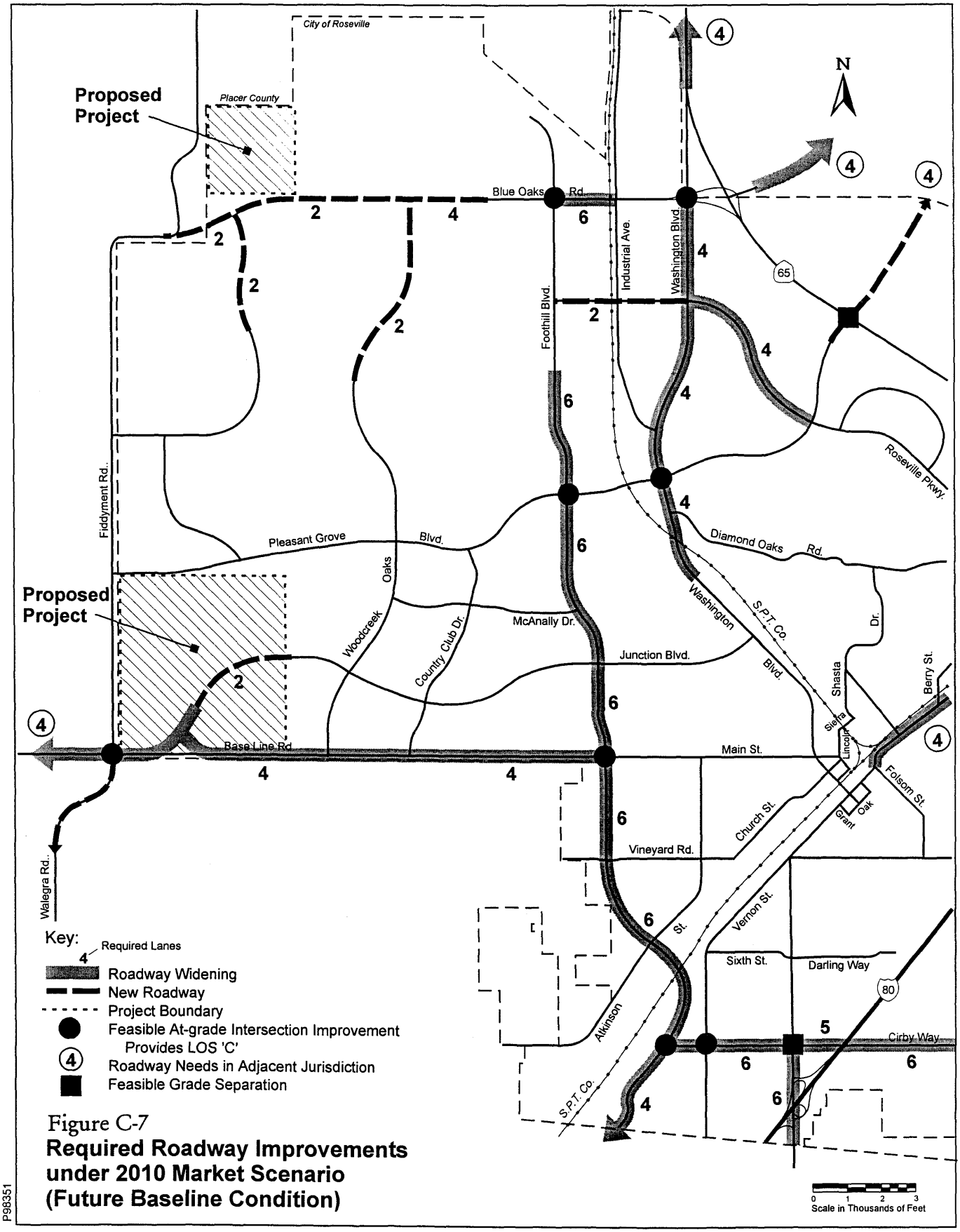

Figure C-7
Required Roadway Improvements under 2010 Market Scenario (Future Baseline Condition)

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The Sunrise Avenue/Cirby Way intersection would operate at LOS "E" conditions with the maximum feasible at-grade improvements under the 2010 Market scenario. The City's level of service policy allows LOS "D" operations in Infill areas under certain conditions. Since other mitigation measures were determined to be infeasible, the EIR found that the LOS "E" condition at that intersection represents a significant and unavoidable impact of the 2010 Market scenario under the existing General Plan.

The analysis of the 2010 Market (No Project) scenario also indicates that the Douglas Boulevard/Sierra College Boulevard intersection would operate at LOS "D" conditions with the maximum feasible at-grade improvements. The City of Roseville only controls the western leg of this intersection. The remaining three legs are located in unincorporated Placer County. Placer County, which has assumed the same level of improvements for this intersection by 2010 in their recent General Plan Update, also has an LOS "C" standard for roadways not near State highways. Consequently, this represents a significant and unavoidable impact of the revised 2010 Market (No Project) scenario under the existing General Plan.

The intersection of Foothills Boulevard and Pleasant Grove Boulevard would operate at LOS "D" assuming what has been considered as "the maximum, feasible, at-grade improvements" (dual left turns, three through lanes and an exclusive right turn on all approaches). As a mitigation measure for the Hewlett-Packard Master Plan EIR, the City would allow "extraordinary" improvements, consisting of an additional, fourth southbound through lane, immediately tapering back to three lanes south of the intersection. This improvement would provide LOS "C" or better conditions and would avoid the need to construct a costly, grade-separated interchange at this location.

The intersection of Taylor Road at Roseville Parkway was also identified by the City as a location where an "extraordinary" improvement would be allowed to avoid grade separation. At this intersection, a third northbound left turn lane would provide LOS "C" or better conditions.

In the Highland Reserve North Specific Plan EIR, the intersection of Roseville Parkway at Pleasant Grove Boulevard was identified as requiring a third southbound through lane to provide LOS "C" or better conditions; this improvement will be incorporated into the current CIP. Similarly, the intersection of Foothills Boulevard at Blue Oaks Boulevard has been identified in the EIR for Phase I of the North Roseville Specific Plan as operating at LOS "D" under 2010 Market conditions. The addition of a second northbound left turn lane has been identified as a potential mitigation measure to provide LOS "C" or better conditions.

In the Stoneridge Specific Plan EIR, the intersection of Sunrise Avenue and Roseville Parkway was identified as a location where an "extraordinary" improvement would be allowed to avoid a grade separation. At this intersection, LOS "C" or better conditions would be provided by either 1) construction of a fourth, eastbound through lane from west of the Taylor Road/Roseville Parkway intersection to the Stoneridge Drive/Roseville Parkway intersection; or, 2) construction of a third northbound left turn lane on Sunrise Avenue at Roseville Parkway.

Transportation System Assumptions Under Proposed Project

The roadway network shown in the Project Description (see Section ___) was assumed to be implemented consistent with the phasing of the proposed project. All project roadways were assumed to be constructed consistent with the cross sections shown in the Project Description. This includes the extension of Junction Boulevard to Baseline Road and the realignment of Baseline Road near the Junction Boulevard extension.

Trip Generation and Mode Choice of Proposed Project

The proposed project's trip generation was estimated using 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 C-7. It was estimated that the proposed project would generate about 28,480 daily vehicle trips.

TABLE C-7

LAND USE AND TRIP GENERATION

Land Use Category	Units	Trip Generation Rates	Daily Vehicle Trips Generated
Residential			
Single Family	2,040 DU	9.0 trips/DU	18,360
Multi-family	496 DU	6.5 trips/DU	3,224
Assisted Living	74 DU	2.2 trips/DU	163
Schools			
Elementary (K-6)	1 school	600 trips/school	600
Church Affiliated (K-8)	288 students	0.96 trips/student	276
Church	17.5 ksf	9.1 trips/ksf	159
Retail/Commercial	99.7 ksf	35.0 trips/ksf	3,489
Business/Professional			
School Administration	58.8 ksf	17.7 trips/ksf	1,041
Other	61.4 ksf	17.7 trips/ksf	1,087
Parks	36.9 acres	2.2 trips/ksf	81
Total Daily Trip Generation:			**28,480**

Source: DKS Associates, 1998

Note: This analysis assumes an additional 35 single-family units.

The proposed project includes a variety of non-residential land uses. It was assumed that all retail and office land uses of the proposed project would generate vehicle trips at the standard commercial trip rate assumed for Roseville's CIP. Both parcels WW-40 and WW-42 were assumed to be 70 percent retail and 30 percent office uses, based on their land use descriptions. Retail uses were assumed to have a Floor-Area-Ratio (FAR) of 0.21; office uses were assumed to have an FAR of 0.30. These FARs are consistent with those used for Roseville's CIP.

The proposed project also includes a 4.5-acre site (Parcel WW-71) zoned for use by the Dry Creek Unified School District. Based on an FAR of 0.30, it was assumed that this site contains the equivalent of 58.8 ksf of office uses (i.e., for an administrative office building or other uses) and was assumed to generate vehicle trips at the same rate used for all other business/professional uses in the City (17.7 trips/ksf).

The trip rates shown in the ITE 5th edition for Congregate Care Facilities (2.15 trips/unit) were applied to the 74 Assisted Living Units.

Standards of Significance

The following criteria were used to determine the significance of transportation and circulation impacts. Impacts were considered significant if:

- The proposed project would not meet the General Plan's level of service policy. 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;

- Planned transit services do not 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

- Planned bicycle facilities do not meet the needs of the proposed project, and the policies and guidelines of the Bikeway Master Plan.

Impacts of the Proposed Project

Daily and peak hour traffic volumes were analyzed under 2010 Market conditions for roadways throughout the City of Roseville and unincorporated Placer County. Daily traffic volumes associated with this analysis are shown in Figure C-8. P.M. peak hour intersection analysis was conducted for all major intersection in the City of Roseville. The levels of service at key intersections in the vicinity of the proposed project are shown in Table C-8. The level of service analysis yielded the following impacts:

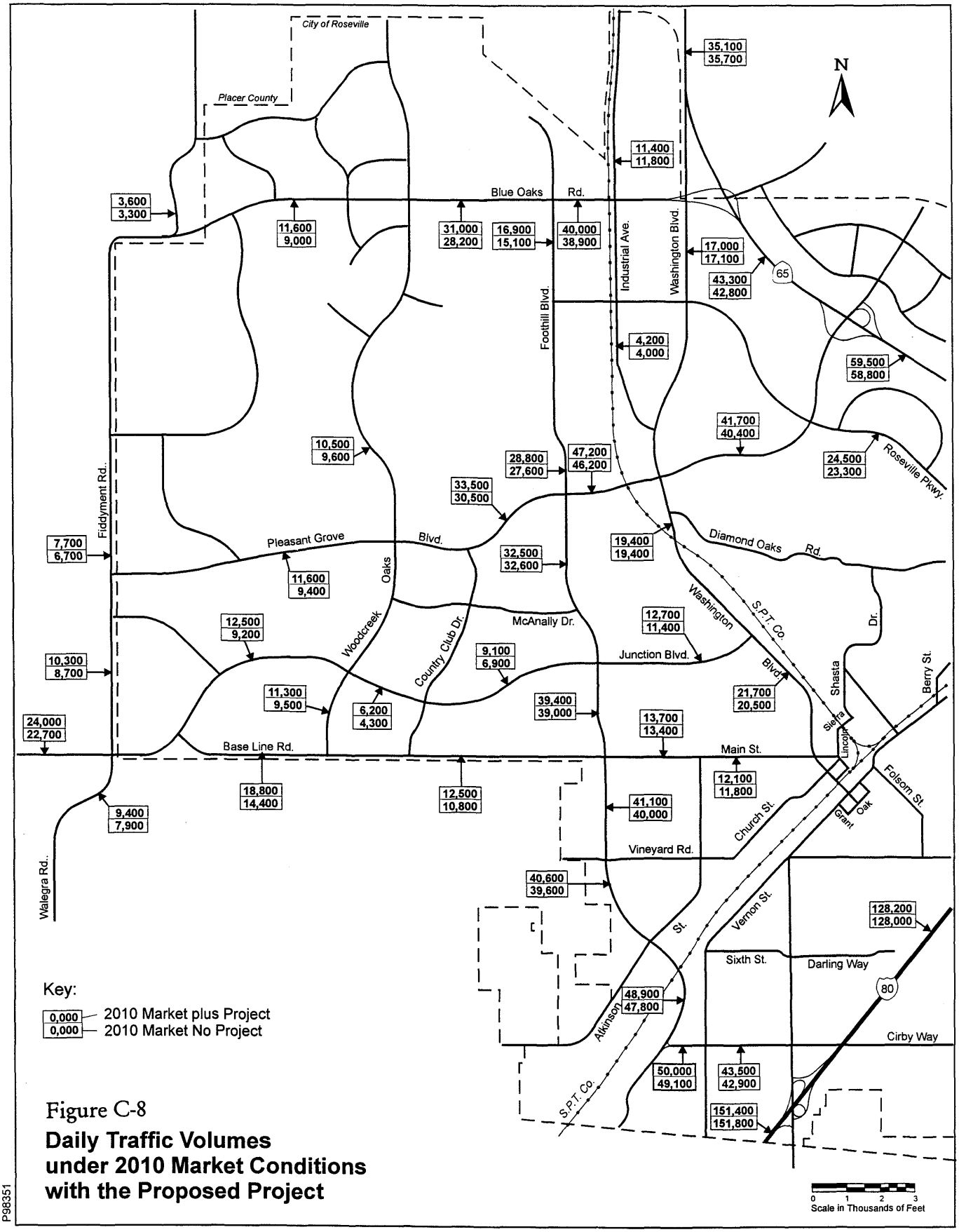

Figure C-8

Daily Traffic Volumes under 2010 Market Conditions with the Proposed Project

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TABLE C-8

INTERSECTION LEVEL OF SERVICE ANALYSIS
PM PEAK HOUR

Intersection		2010 Market/ No Project		2010 Market/ Proposed Project	
North-South St.	East-West St.	LOS	V/C	LOS	V/C
Fiddyment Rd	Blue Oaks Blvd	A	0.37	A	0.36
North N-S Coll	Blue Oaks Blvd	–	–	A	0.59
Del Webb Blvd	Blue Oaks Blvd	A	0.27	A	0.23
Woodcreek Oaks	Blue Oaks Blvd	B	0.63	B	0.68
Foothill Blvd	Blue Oaks Blvd	C	0.74	C	0.78
Washington Blvd	Blue Oaks Blvd	A	0.56	A	0.57
SR-65 NB Off	Blue Oaks Blvd	A	0.40	A	0.40
Foothill Blvd	Roseville Pkwy	C	0.73	C	0.73
Washington Blvd	Roseville Pkwy	A	0.60	A	0.59
Fiddyment Rd	Pleasant Grove	A	0.31	A	0.42
Sun City Blvd	Pleasant Grove	A	0.38	A	0.40
Woodcreek Oaks	Pleasant Grove	A	0.48	A	0.58
Foothill Blvd	Pleasant Grove	D	0.87	D	0.87
Washington Blvd	Pleasant Grove	C	0.78	C	0.77
Roseville Pkwy	Pleasant Grove	C	0.80	C	0.80
SR-65 NB Off	Pleasant Grove	A	0.55	A	0.55
SR-65 SB Off	Pleasant Grove	A	0.42	A	0.43
Wdck Oaks Coll	Junction Blvd	–	–	A	0.52
Woodcreek Oaks	Junction Blvd	C	0.71	C	0.74
Foothill Blvd	Junction Blvd	B	0.61	B	0.61
Washington Blvd	Junction Blvd	A	0.45	A	0.45
Fiddyment Rd	Baseline Rd	C	0.74	D	0.82
Junction Blvd	Baseline Rd	A	0.30	A	0.46
Woodcreek Oaks	Baseline Rd	A	0.50	A	0.56
Foothill Blvd	Main St	C	0.72	C	0.75
Washington Blvd	Main St	C	0.75	C	0.77
Roseville Rd	Cirby Way	C	0.73	C	0.75
Vernon St	Cirby Way	B	0.70	C	0.71
Riverside Ave	Cirby Way	C	0.78	C	0.76
Fiddyment Rd	North E-W Coll	–	–	A	0.31
Fiddyment Rd	Del Webb Blvd	A	0.16	A	0.17
Fiddyment Rd	Wdck Oaks Coll	–	–	A	0.58
Foothill Blvd	Atkinson Rd	B	0.68	B	0.69
Riverside Ave	I-80 WB Off-ramp	C	0.78	C	0.79

Source: DKS Associates, 1998

IMPACT C-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 Baseline Road and Fiddyment Road.**
SIGNIFICANCE:	Significant
MITIGATION:	Mitigation Measure C-1 (Update the transportation CIP to provide dual left-turn lanes eastbound and westbound at the intersection of Baseline Road and Fiddyment Road)
RESIDUAL SIGNIFICANCE:	Less than significant

The development of the proposed project would contribute an estimated 28,480 additional daily vehicle trips to the northwestern area of the City. These trips increase traffic volumes on roadways serving the project area, particularly Blue Oaks Boulevard, Fiddyment Road, Pleasant Grove Boulevard, Junction Boulevard, and Baseline Road. Some trips would remain internal to the proposed project. Figure C-8 compares the proposed project to the Future Baseline (2010 Market No Project) scenario.

The proposed project would change travel patterns for some non-project traffic due to the proposed project's internal roadway system in Neighborhood "C" that provides a new connector between the North Roseville Specific Plan (NRSP) Phase I development and Fiddyment Road. This connector would divert some vehicle trips from Blue Oaks Boulevard between NRSP Phase I and Fiddyment Road, as well as from Fiddyment Road between Blue Oaks Boulevard and Neighborhood C's connection to Fiddyment Road.

The p.m. peak hour intersection analysis (summarized in Table C-8) indicates that the proposed project would cause an unacceptable level of service at one intersection: Baseline Road and Fiddyment Road. The proposed project would not cause any other intersection to operate at LOS "D" or worse that would operate at LOS "C" or better under the No Project scenario.

Under the Future Baseline (2010 Market/No Project) scenario, the intersection of Baseline Road and Fiddyment Road would operate at LOS "C" during the p.m. peak hour. This analysis assumes the same geometry as the City's CIP (consisting of a single left turn lane, two through lanes and an exclusive right turn lane on both approaches of Baseline Road and on the northbound approach of Fiddyment Road, and a single left turn lane, one through lane and a shared right-through lane on the southbound approach of Fiddyment Road). Under the proposed project scenario, this intersection would operate at LOS "D" during the p.m. peak hour, assuming the same intersection geometry.

The intersection of Baseline Road and Fiddyment Road could be mitigated by the addition of dual left-turn lanes on the eastbound and westbound approaches. The additional capacity provided by this improvement would provide LOS "C" or better conditions at this intersection, resulting in a less-than-significant impact.

Any improvement made to mitigate this impact should be included in the City's 2010 CIP so that the applicant could contribute their fair share to the traffic impact fees associated with the proposed project.

IMPACT C-2: **The proposed project would contribute to increase traffic volumes on State highways**

SIGNIFICANCE: Less than significant
MITIGATION: None required
RESIDUAL SIGNIFICANCE: Less than significant

Table C-9 compares projected daily traffic volumes of State highways under the Future Baseline (2010 Market/No Project) scenario and the proposed project.

TABLE C-9

AVERAGE DAILY TRAFFIC VOLUMES ON STATE HIGHWAYS UNDER THE 2010 MARKET SCENARIO

Facility	Segment	2010 Market/ No Project		2010 Market/ Proposed Project	
		ADT	LOS	ADT	LOS
I-80	Sac. County line to Riverside Ave	151,800	F	151,400	F
I-80	Riverside Avenue to Douglas Blvd	128,000	F	128,200	F
I-80	Douglas Blvd to Eureka Rd	117,900	F	118,100	F
I-80	Eureka Rd to Taylor Rd	127,300	F	127,600	F
I-80	SR 65 to Rocklin Rd	114,400	F	114,500	F
SR 65	I-80 to Harding/Stanford Ranch	57,300	D	57,600	D
SR 65	Harding to Pleasant Grove Blvd	58,800	D	59,500	D
SR 65	Pleasant Grove Blvd to Blue Oaks Blvd	42,800	C	43,300	C
SR 65	Blue Oaks Blvd to Sunset Blvd	35,700	B	35,100	B
SR 70/99	North of Diego Road	29,800	B	29,900	B
SR 70/99	South of Diego Road	33,700	B	33,900	B

Source: DKS Associates, 1998

Notes:
Levels of service (LOS) are based on roadway capacities and LOS criteria from the EIR on the Placer County General Plan (1992/1993).

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

TABLE C-10

AVERAGE DAILY TRAFFIC VOLUMES ON INTERCHANGE RAMPS UNDER THE 2010 MARKET SCENARIO

Interchange	Ramps	2010 Market/ No Project	2010 Market/ Proposed Project	Change
I-80/Riverside	Westbound On	17,300	17,400	+100
	Westbound Off	5,500	6,000	+500
	Eastbound On	6,100	6,600	+500
	Eastbound Off	18,100	18,400	+300
SR 65/Blue Oaks Blvd	Northbound On	6,800	6,500	-300
	Northbound Off	10,900	11,200	+300
	Southbound On	9,400	9,600	+200
	Southbound Off	5,900	5,500	-400
SR 65/Pleasant Grove Blvd	Northbound On	1,600	1,600	0
	Northbound Off	8,300	8,300	0
	Southbound On	9,400	9,300	-100
	Southbound Off	1,600	1,500	-100

Source: DKS Associates, 1998

The level of service (LOS) analysis for the State highways (shown in Table C-9) is based on daily roadway capacities and LOS criteria from the EIR on the Placer County General Plan. The 2010 market scenario assumed that SR 65 would be widened to 4 lanes from Roseville to Lincoln. The widening of I-80 to accommodate HOV lanes is included in SACOG's Metropolitan Transportation Plan (MTP) between Madison Avenue and the Sacramento/Placer County line, but was not assumed in the EIR for the City of Roseville's General Plan or in the Future Baseline conditions.

The analysis shows that I-80 through Roseville would operate at LOS "F" conditions under the 2010 Market/No Project scenario. The proposed project would not significantly increase traffic volumes on the State highways. The changes in traffic volumes on State highways associated with the proposed project are low due to congestion on I-80 and 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 2010 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 2010 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 2010 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 C-11. This analysis indicates that the proposed project would not cause any of these intersections to operate at LOS "D" or worse.

TABLE C-11

LEVEL OF SERVICE AT INTERSECTIONS WITH STATE HIGHWAY RAMPS

	2010 Market/ No Project		2010 Market/ Proposed Project	
	LOS	V/C	LOS	V/C
Riverside and I-80 WB Off-Ramp	C	0.78	C	0.79
Blue Oaks and SR 65 NB Off-Ramp	A	0.40	A	0.40
Pleasant Grove and SR 65 NB Off-Ramp	A	0.55	A	0.55
Pleasant Grove and SR 65 SB Off-Ramp	A	0.42	A	0.43

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 (2010 Market/No Project) scenario. Therefore, the proposed project represents a less than significant impact to state highways.

IMPACT C-3: **The proposed project would increase traffic volumes on Placer County roadways**

SIGNIFICANCE: Less than significant
MITIGATION: None required
RESIDUAL SIGNIFICANCE: Less than significant

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 2010 travel model, which was developed for the 1993 General Plan Update EIR, originally assumed that a large portion of the growth in the County would be allocated to four, new plan areas: Placer Villages, Stanford Ranch West, Bickford Ranch, and the Villages at Dry Creek. During the update process, Placer Villages and Stanford Ranch West were withdrawn as

plan areas and the growth that had been allocated to them was spread to other areas in south Placer County. A substantial amount of growth was allocated to the urban reserve portions of the City of Roseville. The resulting assumptions lead to the development of the County's current travel model. The following land use was allocated to the area encompassing the proposed project:

- approximately 2,337 dwelling units (primarily single-family);
- 16,000 square feet of Retail/Commercial Uses;

The County's General Plan Model assumes the roadway system depicted in the County's Circulation Diagram.

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 28,480 average daily vehicle trips. By comparison, the County's General Plan model assumed 21,600 vehicle trips would be generated by the same area. Since the proposed project contains more retail uses than assumed in the County's 2010 model, plus two schools, the proposed project would have a higher percentage of "internal trips" than the County's 2010 travel forecasts.

The resulting daily traffic volumes were analyzed using the same methodology used to identify level of service impacts in the County General Plan EIR. Table C-12 compares ADTs on County roadways in the vicinity of the proposed project under 2010 conditions in the County's General Plan EIR to ADTs with the revised land use assumptions for the proposed project area. The proposed project would not cause any roadway segment in unincorporated Placer County to operate at LOS "D" or worse conditions.

TABLE C-12

AVERAGE DAILY TRAFFIC VOLUMES AND LEVELS OF SERVICE ON PLACER COUNTY ROADWAYS UNDER THE 2010 MARKET SCENARIO

Roadway	Location	Lanes in 2010[1]	No Project		Proposed Project	
			ADT	LOS	ADT	LOS
Baseline Rd	Sutter Co. to Watt Ave	4	28,500	C	28,500	C
	Watt Ave to Fiddyment	6	36,700	B	37,000	B
Fiddyment Rd	Baseline Rd to Blue Oaks Blvd	4	12,200	A	13,000	A
	Blue Oaks Blvd to Sunset Blvd West	2	4,300	A	4,520	A
Foothills Blvd	Roseville City limits to Sunset Blvd	4	6,500	A	6,700	A
Industrial Ave	Roseville City limits to Sunset Blvd	4	10,500	A	10,300	A

Source: DKS Associates, 1998

Notes:
1. Lane assumptions from Placer County General Plan EIR "2010 Mitigated Transportation System".

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

SIGNIFICANCE: Less than significant
MITIGATION: None required
RESIDUAL SIGNIFICANCE: Less than significant

As shown in Table C-13, the additional traffic volumes generated by the proposed project would increase daily traffic volumes on Sunset Boulevard between SR-65 and Stanford Ranch Road by approximately 300 vehicles per day and on Stanford Ranch Road between SR-65 and Sunset Boulevard by approximately 100 vehicles per day. An analysis of key intersections along these roadways during the p.m. peak hour indicated that the additional traffic generated by the proposed project would not result in level of service "D" or worse conditions at any of Rocklin's major intersections. Therefore, the additional traffic volumes on City of Rocklin roadways as a result of the proposed project is considered a less than significant impact.

TABLE C-13

AVERAGE DAILY TRAFFIC VOLUMES ON ROCKLIN ROADWAYS UNDER THE 2010 MARKET SCENARIO

Roadway	Location	No Project	Proposed Project
Sunset Boulevard	East of SR 65	13,400	13,500
	East of Blue Oaks Blvd	18,400	18,700
	East of Park	24,400	24,500
Stanford Ranch Road	North of SR 65	48,800	48,900
	North of Fairway	25,700	25,400
	South of Sunset Blvd	28,400	28,400

Source: DKS Associates, 1998

IMPACT C-5: **The proposed project would increase traffic volumes on Sutter County roadways**

SIGNIFICANCE: Less than significant
MITIGATION: None required
RESIDUAL SIGNIFICANCE: Less than significant

The analysis of impacts on Sutter County roadways involved a comparison of 2010 traffic volumes with and without the proposed project based on the City of Roseville travel demand model and its 2010 land use assumptions. This comparison is shown in Table C-14. A level of service analysis was conducted for these roadways based on the daily volume thresholds and LOS criteria in the Placer County General Plan EIR.

TABLE C-14

AVERAGE DAILY TRAFFIC VOLUMES ON ROADWAYS CROSSING THE PLACER/SUTTER COUNTY LINE

Roadway	2010 Market/No Project		2010 Market/Proposed Project	
	ADT	LOS	ADT	LOS
Baseline Road	15,900	C	16,300	C
Sunset West/Howsley Road	3,000	A	2,800	A
Catlett Road	700	A	900	A

Source: DKS Associates, 1998

It was determined that daily traffic volumes on Baseline Road at the Placer/Sutter County line would increase by roughly 400 vehicles per day (from 15,900 to 16,300). Daily traffic volumes on Sunset West Boulevard (which becomes Howsley Road upon entering Sutter County) were forecast to decrease somewhat (due to a redistribution and/or reassignment of trips) while Catlett Road would experience an increase of about 200 daily vehicle trips. In the Placer County 2010 CIP, Baseline Road has been programmed to be widened to four lanes between Watt Avenue and the County line. It was also assumed 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 2010 Market conditions, including the proposed project.

The Placer County General Plan EIR assumed more development by 2010 in the Dry Creek/West Placer Community Plan Area than the City of Roseville General Plan EIR. Therefore, the 2010 traffic forecasts on Baseline Road and Riego Road in the Placer County General Plan EIR are higher than those estimated for the 2010 Market/No Project scenario. As noted under Impact C-3, the Placer County General Plan EIR allocated a substantial amount of growth by 2010 to the urban reserve areas of the City of Roseville, including 2,337 dwelling units within the boundaries of the North Roseville Specific Plan Phase II. This compares to the 2,610 dwelling units in the proposed project.

The Placer County General Plan EIR projected 28,700 daily vehicles in 2010 on Riego Road and Baseline Road at the Sutter County line. With this traffic volume, this section of roadway would operate at LOS "C" with the assumed four lanes in 2010. By revising the 2010 land use assumptions in the Placer County model to reflect the proposed project, the daily traffic volume on Riego Road/Baseline Road at the County line would remain unchanged. Therefore the increased traffic volumes generated by the proposed project represent a less-than-significant impact.

IMPACT C-6:	**The proposed project would increase demand for transit service (both bus and light rail)**
SIGNIFICANCE:	Significant
MITIGATION:	Mitigation Measure C-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 28,480 daily vehicle trips, so no more than 570 daily trips (approximately 60 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 current Long Range Master Transit Plan was last updated in 1992, and as such does not include any Specific Plan adopted since then. The Master Plan will be updated in 1999 and will analyze transit demand to new specific plan areas. Typically, fixed route service is needed along major arterials and collectors 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 the Long Range Master Transit Plan. The City's Long Range Transit Master Plan should be updated not only to include bus service to the proposed project, but also to identify a funding source to which the proposed project and other areas served by transit can contribute their fair share towards the capital and operating expenses. The expansion of transit service to the proposed project would reduce this impact to less-than-significant levels.

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

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:

- Woodcreek Oaks Boulevard,
- Blue Oaks Boulevard,
- Pleasant Grove Boulevard,
- Junction Boulevard, and
- Fiddyment Road.

The proposed project also identifies each of the above roadways as bicycle commuter routes. The proposed project could result in a substantial demand for safe and convenient pedestrian/bicycle facilities by residents and employees of the proposed project for primarily transportation-related purposes. According to the project description, a pedestrian and bikeway system would be incorporated that will allow travel throughout the project site and provide linkage to the City's planned bikeway system.

The Applicant has included a network of bicycle facilities to accommodate travel through the proposed project site and provide linkage to the City's proposed bikeway system. No further improvements are required in order to satisfy the General Plan's policies regarding bicycle transportation; however, the Bicycle Master Plan should be updated to reflect proposed bicycle facilities which would reduce this impact to less than significant levels.

4.9.5 MITIGATION MEASURES

Mitigation Measure C-1: Provide dual left-turn lanes eastbound and westbound at the intersection of Baseline Road and Fiddyment Road.

Mitigation Measure C-1 applies to Impact Number C-1.

Amend the current CIP to include the addition a dual left-turn lane on both the eastbound and westbound approaches to the intersection of Baseline Road and Fiddyment Road. These improvements will provide LOS "C" or better conditions.

Mitigation Measure C-2: Update the Long Range Transit Master Plan

Mitigation Measure C-2 applies to Impact Number C-6.

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

	2010 Market/Specific Plan Buildout	Cumulative With Project
Sunrise Avenue/Cirby Way	X	
Rocky Ridge Drive/Douglas Boulevard	X	X
Roseville Parkway/Douglas Boulevard	X	X
Eureka Road/Douglas Boulevard	X	
Sierra College Boulevard/Douglas Boulevard	X	X
Riverside Drive/I-80 westbound off-ramp	X	
Taylor Road/Eureka Road	X	
Sunrise Avenue/Eureka Road	X	
Washington Boulevard/Oak Avenue	X	
Riverside Drive/Cirby Way	X	

Source: DKS Associates, 1998

Daily traffic volumes under cumulative conditions are shown in Figure 5-1. Cumulative impacts related to transportation are anticipated to be significant with or without implementation of the Proposed Project.

Under the cumulative impact approach, the Proposed Project was added to the development levels described above. Using the same transportation system assumptions as the revised 2010 Market/Specific Plan Buildout scenario, the HP Master Plan and the NEC Facility expansion with the circulation systems of the Highland Reserve North Specific Plan, North Roseville Specific Plan Phase I, the Stoneridge Specific Plan and the Proposed Project, the analysis of cumulative conditions yielded the following transportation issues.

Table 5-2 summarizes the differences in intersection operation between the 2010 Market scenario and cumulative with the project scenario. The following intersections that would operate at LOS "D" or worse and were not fully mitigated under the revised 2010 Market scenario would also operate at LOS "D" or worse under the cumulative condition and cannot be fully mitigated using the normally accepted, maximum feasible, at-grade improvements:

- Sierra College Boulevard/Douglas Boulevard;
- Rocky Ridge Drive/Douglas Boulevard; and,
- Roseville Parkway/Douglas Boulevard.

The remaining intersections that operated at LOS "D" or worse under the revised 2010 Market/Specific Plan Buildout would operate at LOS "C" or better under the cumulative condition. These intersections are:

- Sunrise Avenue/Cirby Way;
- Eureka Road/Douglas Boulevard;
- Riverside Drive/I-80 westbound off-ramp;
- Taylor Road/Eureka Road;
- Sunrise Avenue/Eureka Road;
- Washington Boulevard/Oak Avenue; and
- Riverside Drive/Cirby Way.

This appears to be due to a significant redistribution of regional traffic resulting from predicted development of the northern and western portions of the City under the cumulative condition.

Under the cumulative condition, the following roadway segments would operate at LOS "D" or worse on the basis of p.m. peak hour traffic volume-to-capacity ratio (the total number of through lanes assumed for the segment is shown).

- Harding Boulevard between SR-65 and Roseville Parkway (6 lanes); and,
- Eureka Road between Sunrise and I-80 (4 lanes).

TABLE 5-2

SUMMARY OF INTERSECTIONS OPERATING AT LOS "D" OR WORSE

2010 Market/Specific Plan Buildout. However, using the revised assumptions described above, the following additional intersections would operate at LOS "D" or worse under the revised 2010 Market/Specific Plan Buildout assuming the same improvements in the General Plan Update EIR (these intersections were originally estimated to operate at LOS "C" or better under the 2010 Market/Specific Plan Buildout scenario in the General Plan Update EIR):

- Taylor Toad/Eureka Road;
- Sunrise Avenue/Eureka Road;
- Sierra College Boulevard/Roseville Parkway;
- Riverside Drive/I-80 westbound off-ramp;
- Washington Boulevard/Oak Avenue;
- Eureka Road/Lead Hill Boulevard; and,
- Sierra College Boulevard/Eureka Road.

- Traffic impacts of the 2010 Market/Specific Plan Buildout scenario were not fully mitigated in the General Plan EIR. Several intersections would operate at LOS "D" or worse conditions under this scenario, and no feasible improvements were identified that could improve their capacity sufficiently to meet the City's LOS "C" policy. With the subsequent revisions to the 2010 Market/Specific Plan Buildout scenario, the additional intersections identified above also could not be fully mitigated. This represents a significant and unavoidable impact of the revised existing 2010 Market/Specific Plan Buildout scenario.

- The following intersections were not fully mitigated under the revised 2010 Market/Specific Plan Buildout scenario:

  - Sunrise Avenue/Cirby Way;
  - Rocky Ridge Drive/Douglas Boulevard;
  - Roseville Parkway/Douglas Boulevard;
  - Eureka Road/Douglas Boulevard;
  - Sierra College Boulevard/Douglas Boulevard;
  - Riverside Drive/I-80 westbound off-ramp;
  - Taylor Road/Eureka Road;
  - Sunrise Avenue/Eureka Road;
  - Washington Boulevard/Oak Avenue; and,
  - Riverside Drive/Cirby Way.

The revised 2010 Market/Specific Plan Buildout scenario was then further modified to include the land use assumptions in the HP Master Plan EIR and the NEC Facility Expansion EIR. The land uses of the Highland Reserve North Specific Plan and the North Roseville Specific Plan Phase I and the Stoneridge Specific Plan were also incorporated to represent growth in the remaining portions of the City's Urban Reserve (see Table 5-1). Outside of the City of Roseville, the Twelve Bridges development was added in the City of Lincoln.

CUMULATIVE TRANSPORTATION AND CIRCULATION IMPACT ASSESSMENT

For the traffic analysis, the cumulative impact approach is structured upon a revised version of the 2010 Market/Specific Plan Buildout scenario of the existing General Plan. The transportation system and land uses assumed under that scenario are described in this section, followed by a discussion of the transportation impacts of cumulative development. For a discussion of assumptions and modeling processes, please see Chapter 4.9.

Degradation of Intersection Operating Conditions

Cumulative Status: Significant and Unavoidable

Outside of the City of Roseville, the same transportation improvements under the 2010 Market/Specific Plan Buildout analysis for the General Plan Update EIR were assumed for the cumulative impact approach. These included the extension of light rail to Roseville with a substantial "feeder" bus system to the light rail stations plus expansion of the Capital Corridor intercity rail line to include service between Colfax and the Bay Area. The assumed roadway improvements are generally consistent with PCTPA's Regional Transportation Plan (RTP). That roadway system includes improvements to a number of major arterial roadways in the South Placer region, and some improvements to the State's freeway system. It includes the widening of I-80 to provide high-occupancy vehicle (HOV) lanes between Sacramento and Rocklin, the widening of SR-65 between Roseville and Lincoln, and the SR-65 Lincoln Bypass. The extension of light rail from Antelope to Roseville and the widening of I-80 to accommodate HOV lanes represent "unfunded" improvements in the RTP; however, their inclusion is consistent with the assumptions used for the 2010 Market/Specific Plan Buildout scenario in the General Plan Update EIR.

The 2010 Market/Specific Plan Buildout scenario in the existing General Plan Update EIR has been subsequently revised several times. The first update was due to the Del Webb Specific Plan EIR. The second update was to revise land use assumptions to reflect a more accurate floor-area-ratio (FAR) for retail and office land uses and revise assumptions on dwelling units and acreage for some parcels in the specific plan areas of the City. This revised land use was analyzed using the same roadway network identified in the General Plan for the 2010 Market/Specific Plan Buildout scenario. The following issues were identified from that analysis:

- As required for the 2010 Market/Specific Plan Buildout scenario in the General Plan Update EIR, the intersections of Roseville Parkway/Pleasant Grove Boulevard, Roseville Parkway/Taylor Road, and Pleasant Grove Boulevard/Washington Boulevard would continue to require grade separation in order to operate at LOS "C" or better conditions under the revised assumptions.

- At-grade intersection improvements assumed as mitigation in the General Plan Update EIR for the 2010 Market/Specific Plan Buildout scenario are also assumed for the revised

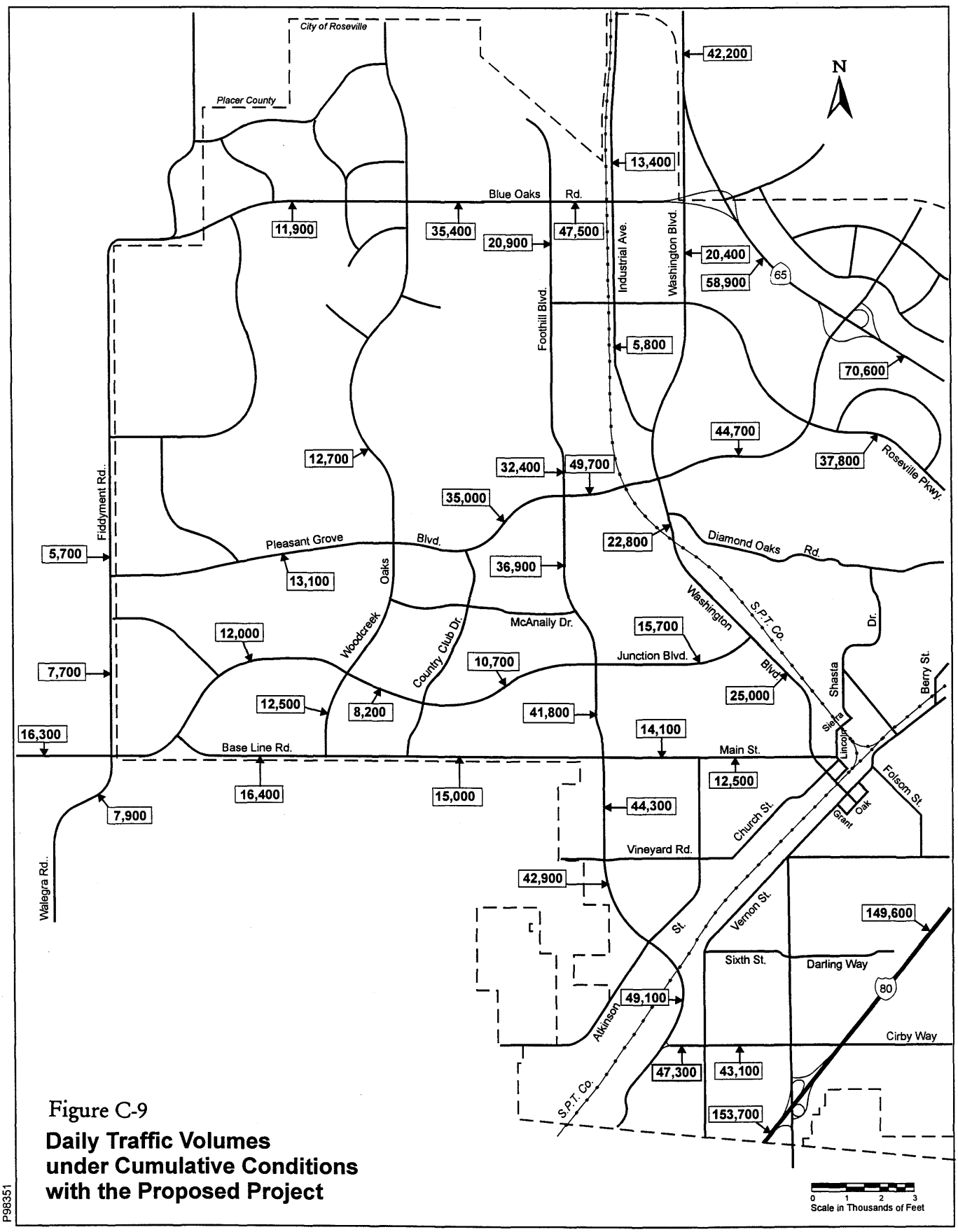

Figure C-9

Daily Traffic Volumes under Cumulative Conditions with the Proposed Project

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