

Final Environmental Impact Report

For the Washington Boulevard/ Andora Bridge Improvement Project

September 2019



City of Roseville
Public Works
311 Vernon Street
Roseville, CA 95678



FINAL ENVIRONMENTAL IMPACT REPORT FOR THE WASHINGTON BOULEVARD/ANDORA BRIDGE IMPROVEMENT PROJECT

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Washington Boulevard/Andora Bridge Improvement Project**

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Acronyms and Abbreviations

CCR	California Code of Regulations
Central Valley Water Board	Central Valley Regional Water Quality Control Board
CEQA	California Environmental Quality Act
CIP	Capital Improvement Program
CPUC	California Public Utilities Commission
Final EIR	Final Environmental Impact Report
I	individual
LA	local agency
LOS	Level of Service
MMRP	Mitigation Monitoring and Reporting Program
Newhall Ranch	<i>Centers for Biological Diversity et al. vs. California Department of Fish and Wildlife, the Newhall Land and Farming Company</i> (November 30, 2015, Case No. S217763)
NOD	Notice of Determination
NOP	notice of preparation
NPDES	National Pollutant Discharge Elimination System
OC	oral comments
PRC	Public Resources Code
SA	state agency

This is the Final Environmental Impact Report (Final EIR) for the Washington Boulevard/Andora Bridge Improvement Project.

Purpose of the Final EIR

The purpose of the Final EIR is to present comments received on the Draft EIR (SCH#2016092028), responses to those comments, and any draft EIR text revisions necessary to clarify and/or correct information presented in the Draft EIR, or otherwise address public comments. The Final EIR also contains the Mitigation Monitoring and Reporting Program (MMRP) prepared for the project (Appendix A).

The formal Final EIR consists of two parts: this document and the Draft EIR circulated for public review. This document is referred to as the Final EIR and contains three chapters: Chapter 1, Introduction; Chapter 2, Comments and Responses to Comments; and, Chapter 3, Draft EIR Errata. Taken together, this Final EIR and the Draft EIR constitute the full Final EIR for the project and will be considered by the City Council during their deliberations on the project. The EIR has been prepared in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code [PRC] Section 2100-21177) and the State CEQA Guidelines (California Code of Regulations [CCR], Title 14, Division 6, Chapter 3, Sections 15000-15387).

Background

Summary Description of the Proposed Project

The project proposes improvements along an approximately 1.4-mile section of existing Washington Boulevard right-of-way in the City of Roseville. The project involves widening a 0.85-mile section of Washington Boulevard between Sawtell Road and Pleasant Grove Boulevard from two to four lanes and replacing the existing 100-year-old Washington Boulevard Andora Underpass beneath the Union Pacific Rail Road. The project also includes expansion of existing Class 1 bike/pedestrian multi-use trail facilities and related safety enhancements. The Project is currently planned for construction in 2 Phases. Phase 1 includes the majority of road widening (with the exception of at the Andora Underpass), most Class I bike trail and intersection improvements (including a new signal at the Washington Boulevard/Kaseberg Drive intersection) and is proposed for construction in summer 2020. Phase 2 would include completing widening of Washington Boulevard at the Andora Underpass, final drainage improvements including the proposed bio-retention basin, a sound wall on the east side of Washington Boulevard south of Pleasant Grove Boulevard, and improvements at the Washington Boulevard/Pleasant Grove Boulevard intersection. The schedule for Phase 2 construction is currently unknown and is subject to future funding availability.

The project is needed because recurring morning and evening peak-period demand exceeds the current design capacity of Washington Boulevard, creating traffic operation and safety issues for motorists, pedestrians, and cyclists. These issues result in moderate delays, wasted fuel and

safety concerns which are expected to be exacerbated by anticipated increases in traffic from future population and employment growth.

The City's Transportation System 2035 Capital Improvement Program (CIP) identifies improvements to Washington Boulevard, including the widening of Washington Boulevard between Sawtell Road and Pleasant Grove Boulevard, to improve traffic circulation and pedestrian traffic through the area. Approximately 18,000 vehicles per day travel through this segment, and the road improvements would enhance accessibility for motorists, pedestrians, and cyclists along Washington Boulevard and nearby intersections.

The proposed project would provide better connectivity between the existing two-lane, 0.85-mile segment of Washington Boulevard and the existing four-lane segments of Washington Boulevard and would provide an evacuation route in case of an emergency. The improvements would also offer a better and more continuous route for pedestrians and bicyclists, who are currently forced to detour off Washington Boulevard and onto Derek Place. The project's major components are shown in Draft EIR Figure 2-1: Project Components and include:

- Widening approximately 0.85 mile of Washington Boulevard from two to four lanes with a raised median separating northbound and southbound traffic (Phase 1).
- Widening the Andora Underpass to a two-span bridge with columns located in the roadway median island to accommodate the additional two lanes (Phase 2).
- Improving the Washington Boulevard/Pleasant Grove Boulevard intersection by lowering the intersection to conform to the new Washington Boulevard road elevation on the south and removing an existing hump across Washington Boulevard (Phase 2).
- Installing a new traffic signal at the Washington Boulevard/Kaseberg Drive intersection (Phase 1 - should appropriate grant funding be obtained).
- Modifying the existing traffic signal at the Washington Boulevard/Diamond Oaks Road intersection to conform to the new four-lane roadway (Phase 1).
- Adding 8-foot-wide Class II (i.e., on-street with appropriate signing and striping) bike lanes along both sides of Washington Boulevard (Phases 1 and 2).
- Extending the existing Class I bike path on the east side of Washington Boulevard from a point approximately 150 south of Diamond Oaks Road to All-America City Boulevard with a 10- to 12-foot-wide path parallel to Washington Boulevard (Phase 1).
- Removing the existing bicycle/pedestrian crossing under UPRR (Phase 2) and providing a new temporary connection between the existing Derek Place bike path and the new Class I bike path along Washington Boulevard (described above) (Phase 1).
- Adding a new 8- to 12-foot-wide multiuse path on the west side of Washington Boulevard between Emerald Oaks Road and Kaseberg Drive (Phases 1 and 2). Portions of this proposed multiuse path may be deferred beyond Phase 2 until additional construction funding is available.
- Conducting floodplain, water quality, and drainage improvements (Phase 1 and 2).
- Relocating existing utilities, including sewer, water, telecommunications, and natural gas (Phases 1 and 2).
- Potentially constructing a sound wall adjacent to residential areas along Washington Boulevard (to be determined during Phase 2).

- Temporarily restriping Foothills Boulevard at Junction Boulevard to provide two left-turn lanes from southbound Foothills Boulevard to eastbound Junction Boulevard to accommodate traffic management during widening of the Andora Underpass (Phase 2).

CEQA and Project Approval Process

The City distributed a notice of preparation (NOP) on September 12, 2016 advising the public and public agencies that an EIR would be prepared for this project. The NOP was distributed for a 30-day comment period that ended October 15, 2016. Comments on the NOP were considered in preparation of the Draft EIR. In addition, the City held a public scoping meeting on September 21, 2016 at which members of the public and public agencies were given the opportunity to review preliminary project plans and offer their comments.

The Draft EIR was subsequently prepared and made available for public review and comment for a period of 45 days beginning June 17, 2019 and ending on August 1, 2019. CEQA requires that before the City can approve the project, it must complete and certify the adequacy of the Final EIR.

The City Council meeting to consider project approval will include the Council's consideration of the Final EIR. The Final EIR was made available for public inspection before the scheduled date of the hearing. The public can submit comments on the Final EIR prior to or during the City Council meeting. Those comments will not be responded to in writing. However, they will be considered by the Council prior to making its decision on the proposed project.

If the project is approved, the City will adopt findings of fact describing how it will address the significant environmental impacts that will result from the project; a statement of overriding considerations describing the economic, legal, social, technological, or other benefits that the project would provide; and a mitigation monitoring and reporting program to ensure that the mitigation measures identified in the Final EIR will be implemented.

After certification of the Final EIR, the City will consider approval of the project. If the City Council approves the project, it may also authorize staff to pursue final design, permitting, and construction funding for phased implementation. It would also file a Notice of Determination (NOD) with the County Clerk and State Clearinghouse to conclude the CEQA process.

Several agencies would be involved in the consideration and approval of certain proposed project elements. Federal, state, and regional agency approvals and permits that would be considered for the proposed project include wetlands verification, water quality, and streambed alteration permits. State and regional responsible agencies and federal agencies with approval authority would include:

Regional and State Responsible Agencies:

- California Department of Fish and Wildlife
- Central Valley Regional Water Quality Control Board
- California Department of Transportation

Federal Agencies:

- U.S. Army Corps of Engineers
- U.S. Fish and Wildlife Service
- Federal Highway Administration (NEPA authority delegated to Caltrans)

Contents and Organization of the Final EIR

The Final EIR is organized in three chapters.

- Chapter 1, *Introduction*, describes the intent of the Final EIR, summarizes the opportunities for public involvement to date, and outlines the contents of the Final EIR.
- Chapter 2, *Comments and Responses to Comments*, provides a list of, and includes the written comments of, all agencies, organizations, and individuals that commented on the Draft EIR. Each comment letter is presented with brackets that divide it into individual comments. Each letter is labeled according to the type of commenter (agency, organization, or individual), followed by the letter number and comment number. For example, comments in the first state agency letter are numbered SA1-1, SA1-2, SA1-3, and so on. On July 16, 2019 during the Draft EIR public review and comment period, the proposed project and Draft EIR were presented to the City of Roseville Transportation Commission. During this public meeting, oral comments were received from commissioners and one member of the public. A summary of these oral comments and City staff and consultant responses is presented following the written comments.
- Chapter 3, *Draft EIR Errata*, contains changes made to the text of the Draft EIR in response to comments received during the public review period, or for purposes of clarification or correction. Changes to the Draft EIR text are shown by ~~strikethrough~~ of text that has been deleted and underlining of new text that has been inserted. The revisions contain clarifications and corrections that have been identified, either through public comments or by the City, since publication of the Draft EIR. The text revisions do not result in substantive changes to either the analyses or conclusions presented in the Draft EIR.

In order to assist the reader, Chapter 3 identifies the location in the Draft EIR where each revision is made, including the paragraph or paragraphs to which the revisions are made to provide context of the revisions.

- Appendix A, *Final Mitigation Monitoring and Reporting Program*, indicates the mitigation measures to be incorporated by the City and specifies the implementation and monitoring responsibilities for each of those measures.

Introduction and Organization of this Chapter

This chapter contains the comments on the Draft EIR received by the City during the EIR’s public review period and responses to those comments. Each letter or email has been assigned an index number and a single letter or e-mail may contain several individual comments. Each individual comment has been assigned a number with a corresponding response.

Table 2-1 lists all comments received during the Draft EIR public review and comment period. Comment letters received are numbered according to whether the commenter is a state agency (SA), a local agency (LA), or individual (I). In addition to written comments, oral comments (OC) were also received during a July 17, 2019 City of Roseville Transportation Commission Meeting public hearing. Transportation Commission meeting oral commenters are also listed in Table 2-1. Responses to all written and oral comments are provided below.

Table 2-1. Agencies, Organizations, and Persons Commenting on the Draft EIR

Letter Number	Commenter	Date
Written Comments		
State Agencies		
SA1	Jordan Hensley, Regional Water Quality Control Board	July 17, 2019
SA2	Marvin Kennix, California Public Utilities Commission	July 30, 2019
Local Agencies		
LA1	Lauren Moore, Placer County Air Pollution Control District	August 18, 2014
Individuals		
I1	Kelly Berg	June 25, 2019
I2	Lisa Tedder	June 25, 2019
I3	Dan Monahan	June 25, 2019
I4	Peter Azevedo	July 22, 2019
City of Roseville Transportation Commission Meeting Oral Comments		
OC-1	Mike Barnbaum, Citizen	July 16, 2019
OC-2	Commissioner Radford	July 16, 2019
OC-3	Commissioner Short	July 16, 2019
OC-4	Commissioner Short	July 16, 2019
OC-5	Commissioner Horton	July 16, 2019
OC-6	Commissioner Short	July 16, 2019
OC-7	Commissioner Horton	July 16, 2019
OC-8	Commissioner Horton	July 16, 2019
OC-9	Commissioner Horton	July 16, 2019
OC-10	Commissioner Horton	July 16, 2019
OC-11	Commissioner Horton	July 16, 2019
OC-12	Commissioner Horton	July 16, 2019
OC-13	Commissioner Groff	July 16, 2019

Written Comments and Responses

The following pages contain the written comment letters received on the Draft EIR followed by responses to individual comments.



Comment Letter SA1



Central Valley Regional Water Quality Control Board

17 July 2019

Stefanie Kemen
 City of Roseville
 311 Vernon Street
 Roseville, CA 95678

CERTIFIED MAIL
 7017 2620 0001 1359 1311

COMMENTS TO REQUEST FOR REVIEW FOR THE DRAFT ENVIRONMENTAL IMPACT REPORT, WASHINGTON BOULEVARD/ANDORA BRIDGE IMPROVEMENT PROJECT, SCH#2016092028, PLACER COUNTY

Pursuant to the State Clearinghouse’s 17 June 2019 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Draft Environmental Impact Report* for the Washington Boulevard/Andora Bridge Improvement Project, located in Placer County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

I. Regulatory Setting

Basin Plan

The Central Valley Water Board is required to formulate and adopt Basin Plans for all areas within the Central Valley region under Section 13240 of the Porter-Cologne Water Quality Control Act. Each Basin Plan must contain water quality objectives to ensure the reasonable protection of beneficial uses, as well as a program of implementation for achieving water quality objectives with the Basin Plans. Federal regulations require each state to adopt water quality standards to protect the public health or welfare, enhance the quality of water and serve the purposes of the Clean Water Act. In California, the beneficial uses, water quality objectives, and the Antidegradation Policy are the State’s water quality standards. Water quality standards are also contained in the National Toxics Rule, 40 CFR Section 131.36, and the California Toxics Rule, 40 CFR Section 131.38.

The Basin Plan is subject to modification as necessary, considering applicable laws, policies, technologies, water quality conditions and priorities. The original Basin Plans were adopted in 1975, and have been updated and revised periodically as required, using Basin Plan amendments. Once the Central Valley Water Board has adopted a Basin Plan amendment in noticed public hearings, it must be approved by the State Water Resources Control Board (State Water Board), Office of Administrative Law (OAL) and in some cases, the United States Environmental

KARL E. LONGLEY ScD, P.E., CHAIR | PATRICK PULUPA, ESQ., EXECUTIVE OFFICER

11020 Sun Center Drive #200, Rancho Cordova, CA 95670 | www.waterboards.ca.gov/centralvalley



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Protection Agency (USEPA). Basin Plan amendments only become effective after they have been approved by the OAL and in some cases, the USEPA. Every three (3) years, a review of the Basin Plan is completed that assesses the appropriateness of existing standards and evaluates and prioritizes Basin Planning issues. For more information on the *Water Quality Control Plan for the Sacramento and San Joaquin River Basins*, please visit our website:
http://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/

SA1-1
 cont.

Antidegradation Considerations

All wastewater discharges must comply with the Antidegradation Policy (State Water Board Resolution 68-16) and the Antidegradation Implementation Policy contained in the Basin Plan. The Antidegradation Implementation Policy is available on page 74 at:

https://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/sacsjr_201805.pdf

In part it states:

Any discharge of waste to high quality waters must apply best practicable treatment or control not only to prevent a condition of pollution or nuisance from occurring, but also to maintain the highest water quality possible consistent with the maximum benefit to the people of the State.

This information must be presented as an analysis of the impacts and potential impacts of the discharge on water quality, as measured by background concentrations and applicable water quality objectives.

The antidegradation analysis is a mandatory element in the National Pollutant Discharge Elimination System and land discharge Waste Discharge Requirements (WDRs) permitting processes. The environmental review document should evaluate potential impacts to both surface and groundwater quality.

II. Permitting Requirements

SA1-2

Construction Storm Water General Permit

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction Activities (Construction General Permit), Construction General Permit Order No. 2009-009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). For more information on the Construction General Permit, visit the State Water Resources Control Board website at:

http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml

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Phase I and II Municipal Separate Storm Sewer System (MS4) Permits¹

The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/

For more information on the Phase II MS4 permit and who it applies to, visit the State Water Resources Control Board at:

http://www.waterboards.ca.gov/water_issues/programs/stormwater/phase_ii_municipal.shtml

Industrial Storm Water General Permit

Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 2014-0057-DWQ. For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml

Clean Water Act Section 404 Permit

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACE). If a Section 404 permit is required by the USACE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements. If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACE at (916) 557-5250.

¹ Municipal Permits = The Phase I Municipal Separate Storm Water System (MS4) Permit covers medium sized Municipalities (serving between 100,000 and 250,000 people) and large sized municipalities (serving over 250,000 people). The Phase II MS4 provides coverage for small municipalities, including non-traditional Small MS4s, which include military bases, public campuses, prisons and hospitals.

SA1-2
cont.

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Clean Water Act Section 401 Permit – Water Quality Certification

If an USACE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic General Permit), or any other federal permit (e.g., Section 10 of the Rivers and Harbors Act or Section 9 from the United States Coast Guard), is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications. For more information on the Water Quality Certification, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/water_issues/water_quality_certification/

SA1-2
cont.

Waste Discharge Requirements – Discharges to Waters of the State

If USACE determines that only non-jurisdictional waters of the State (i.e., “non-federal” waters of the State) are present in the proposed project area, the proposed project may require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation. For more information on the Waste Discharges to Surface Water NPDES Program and WDR processes, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/water_issues/waste_to_surface_water/

Projects involving excavation or fill activities impacting less than 0.2 acre or 400 linear feet of non-jurisdictional waters of the state and projects involving dredging activities impacting less than 50 cubic yards of non-jurisdictional waters of the state may be eligible for coverage under the State Water Resources Control Board Water Quality Order No. 2004-0004-DWQ (General Order 2004-0004). For more information on the General Order 2004-0004, visit the State Water Resources Control Board website at: https://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2004/wqo/wqo2004-0004.pdf

Dewatering Permit

If the proposed project includes construction or groundwater dewatering to be discharged to land, the proponent may apply for coverage under State Water Board General Water Quality Order (Low Risk General Order) 2003-0003 or the Central Valley Water Board’s Waiver of Report of Waste Discharge and Waste Discharge Requirements (Low Risk Waiver) R5-2013-0145. Small temporary construction dewatering projects are projects that discharge groundwater to land from excavation activities or dewatering of underground utility vaults. Dischargers seeking coverage under the General Order or Waiver must file a Notice of Intent with the Central Valley Water Board prior to beginning discharge.

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For more information regarding the Low Risk General Order and the application process, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/board/decisions/adopted_orders/water_quality/2003/wqo/wqo2003-0003.pdf

For more information regarding the Low Risk Waiver and the application process, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/board/decisions/adopted_orders/waivers/r5-2013-0145_res.pdf

Regulatory Compliance for Commercially Irrigated Agriculture

If the property will be used for commercial irrigated agricultural, the discharger will be required to obtain regulatory coverage under the Irrigated Lands Regulatory Program.

There are two options to comply:

1. **Obtain Coverage Under a Coalition Group.** Join the local Coalition Group that supports land owners with the implementation of the Irrigated Lands Regulatory Program. The Coalition Group conducts water quality monitoring and reporting to the Central Valley Water Board on behalf of its growers. The Coalition Groups charge an annual membership fee, which varies by Coalition Group. To find the Coalition Group in your area, visit the Central Valley Water Board's website at:
https://www.waterboards.ca.gov/centralvalley/water_issues/irrigated_lands/regulatory_information/for_growers/coalition_groups/ or contact water board staff at (916) 464-4611 or via email at IrrLands@waterboards.ca.gov.
2. **Obtain Coverage Under the General Waste Discharge Requirements for Individual Growers, General Order R5-2013-0100.** Dischargers not participating in a third-party group (Coalition) are regulated individually. Depending on the specific site conditions, growers may be required to monitor runoff from their property, install monitoring wells, and submit a notice of intent, farm plan, and other action plans regarding their actions to comply with their General Order. Yearly costs would include State administrative fees (for example, annual fees for farm sizes from 11-100 acres are currently \$1,277 + \$8.53/Acre); the cost to prepare annual monitoring reports; and water quality monitoring costs. To enroll as an Individual Discharger under the Irrigated Lands Regulatory Program, call the Central Valley Water Board phone line at (916) 464-4611 or e-mail board staff at IrrLands@waterboards.ca.gov.

Limited Threat General NPDES Permit

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited

SA1-2
cont.

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threat to water quality and may be covered under the General Order for *Limited Threat Discharges to Surface Water* (Limited Threat General Order). A complete Notice of Intent must be submitted to the Central Valley Water Board to obtain coverage under the Limited Threat General Order. For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at:
https://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2016-0076-01.pdf

NPDES Permit

If the proposed project discharges waste that could affect the quality of surface waters of the State, other than into a community sewer system, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. A complete Report of Waste Discharge must be submitted with the Central Valley Water Board to obtain a NPDES Permit. For more information regarding the NPDES Permit and the application process, visit the Central Valley Water Board website at:
<https://www.waterboards.ca.gov/centralvalley/help/permit/>

If you have questions regarding these comments, please contact me at (916) 464-4812 or Jordan.Hensley@waterboards.ca.gov.

 Stephanie Jaddock

Jordan Hensley
Environmental Scientist

cc: State Clearinghouse unit, Governor's Office of Planning and Research,
Sacramento

SA1-2
cont.

Responses to Comment Letter SA1 – Jordan Hensley, Regional Water Quality Control Board

Response to Comment SA1-1

The comment states that the Central Valley Regional Water Quality Control Board (Central Valley Water Board) may need to issue a National Pollutant Discharge Elimination System (NPDES) Program Permit to the project and that the EIR should contain the necessary antidegradation water quality analysis to support this discretionary action under CEQA. Draft EIR **Impact WQ-1 Violation of any water quality standards or waste discharge requirements** (Draft EIR page 3.9-13); **Impact WQ-2 Substantial depletion of groundwater supplies or substation interference with groundwater recharge** (Draft EIR page 3.9-15); **Impact WQ-3 Substantial alteration of existing drainage patterns in a manner that would result in substantial erosion or siltation onsite or offsite** (Draft EIR page 3.9-16) and, **Impact WQ-6 Other substantial degradation of water quality** (Draft EIR page 3.9-19) contains the requested analysis, including analysis of the NPDES Program. The analysis concludes that related impacts are less than significant with implementation of the Best Management Practices identified in the Draft EIR Project Description and on page 3.9-14, and implementation of Mitigation Measure **WQ-2.1 Provide a system to meet NPDES Post-Construction Stormwater Runoff Requirements** (Draft EIR page 3.9-15).

Response to Comment SA1-2

This comment lists various Central Valley Water Board permit requirements that may apply to the project and provides electronic web site links for additional information and permitting resources. As discussed in the Draft EIR's Biological Resources and Hydrology and Water Quality Sections, the project will obtain all necessary resource agency permits including but not limited to a Section 401 and NPDES Program Permits from the Central Valley Water Board.

Comment Letter SA2

STATE OF CALIFORNIA

GAVIN NEWSOM, Governor

PUBLIC UTILITIES COMMISSION

320 WEST 4TH STREET, SUITE 500
LOS ANGELES, CA 90013

July 30, 2019

Governor's Office of Planning & Research

Stefanie Kemen
City of Roseville
311 Vernon Street
Roseville, California 95678

AUG 02 2019

STATE CLEARINGHOUSE

Re: Washington/Andora Widening Project
SCH 2016092028 — Draft Environmental Impact Report

Dear Ms. Kemen:

The California Public Utilities Commission (Commission/CPUC) has jurisdiction over rail crossings (crossings) in California. CPUC ensures that crossings are safely designed, constructed, and maintained. The Commission's Rail Crossings and Engineering Branch (RCEB) is in receipt of the *Draft Environmental Impact Report (DEIR)* for the proposed Washington/Andora Widening Project (Project). City of Roseville (City) is the lead agency.

SA2-1

The City proposes to widen a section of Washington Boulevard between Sawtell Road and Pleasant Grove Boulevard from two to four lanes and replace the existing 100-year-old Washington Boulevard Andora Underpass (CPUC no. 001C-108.0-B, DOT No. 753227X) beneath the Union Pacific Railroad. During removal of the existing Andora Underpass, the railroad would be detoured to a temporary track, also known as a shoofly. Open space and undeveloped areas on the west side of Washington Boulevard would be used to support the shoofly construction.

If the alterations or reconstruction of the existing underpass grade-separated crossing are exempt from the California Environmental Quality Act (CEQA) pursuant to California Public Resources (PR) Code Section 21080.13 as demonstrated by a Notice of Exemption or other factual environmental information provided by the City, the project may be processed through the General Order (GO) 88-B process as a modification to an existing crossing. The proposed alteration(s) shall also comply with all other applicable Commission GOs. A diagnostic meeting at the proposed crossing site must be attended by representatives from the City, Union Pacific Railroad, and RCEB prior to submittal of the GO 88-B request. RCEB representatives are available to discuss any potential safety impacts or concerns regarding modifications to this crossing. Please continue to keep RCEB informed of the project's development. More information can be found at: <http://www.cpuc.ca.gov/crossings>.

If you have any questions, please contact Marvin Kennix at (916) 928-3809, or mlk@cpuc.ca.gov.

Sincerely,

Marvin Kennix
Utilities Engineer
Rail Crossings and Engineering Branch
Rail Safety Division

CC: State Clearinghouse, state.clearinghouse@opr.ca.gov
Peggy Ygbuhay, pygbuhay@up.com

Responses to Comment Letter SA2 – Marvin Kennix, California Public Utilities Commission

Response to Comment SA2-1

The California Public Utilities Commission (CPUC) comment letter is not a comment on the adequacy of the Draft EIR. The comment letter describes the process for project compliance with applicable CPUC General Orders and provides a reference link for additional information. The City of Roseville will ensure the Project complies with applicable CPUC General Orders.

Comment Letter LA1



110 Maple Street, Auburn, CA 95603 • (530) 745-2330 • Fax (530) 745-2373 • www.placerair.org

Erik C. White, Air Pollution Control Officer

July 8, 2019

Ms. Terri Sherhall
 Environmental Coordinator
 Roseville Development Services Department
 311 Vernon Street
 Roseville, CA 95678

Subject: Review of Draft Environmental Impact Report for the Washington Boulevard/Andora Bridge Improvement Project

Dear Ms. Sherhall:

The Placer County Air Pollution Control District (District) thanks you for the opportunity to review and comment on the Draft Environmental Impact Report (DEIR) prepared for the proposed Washington Boulevard/Andora Bridge Improvement Project (Project). The District has the following comments on the Project's DEIR for your consideration.

- 1. **Section 3.3.1 (Particulate Matter):** The District believes the following sentence includes a typo and recommends that the highlighted phrase be re-written.

LA1-1

"Other symptoms of exposure may include nonfatal heart attacks, irregular heartbeat, aggravated asthma, **decreased lunch function**, and increased respiratory symptoms" (page 3.3-9).

- 2. **Section 3.7.2 (Greenhouse Gas Emissions, Thresholds of Significance):** The DEIR states that there are "currently no drafted, adopted, or recommended numeric thresholds relevant to the analysis of GHG emissions from transportation projects" (page 3.7-8).

LA1-2

Although it does not address transportation projects specifically, the District's Board-adopted CEQA thresholds for greenhouse gases are applicable for all types of projects that are required to analyze their project-related construction and operational emissions. The followings are the District's Greenhouse Gas Thresholds for CEQA Projects:

Ms. Terri Shirhall
 July 8, 2019
 Page 2 of 3

Greenhouse Gas Thresholds			
Bright-line Threshold 10,000 MT CO ₂ e/yr			
Efficiency Matrix			
Residential		Non-residential	
Urban	Rural	Urban	Rural
(MT CO ₂ e/capita)		(MT CO ₂ e/1,000sf)	
4.5	5.5	26.5	27.3
De Minimis Level 1,100 MT CO ₂ e/yr			

LA1-2
cont.

While the Efficiency Matrix is reserved for typical Land Use Projects, the De Minimis Level and Bright-line Threshold are meant to be used for all CEQA projects. The District recommends that the DEIR includes the District's greenhouse gas CEQA thresholds and supports the City's decision to apply a more restrictive net-zero threshold for the project's related GHG impacts.

- Table 3.7-3. GHG Emissions from Construction of the Proposed Project (metric tons per year):** As stated in the DEIR, CO₂ has a Global Warming Potential of 1. That is, 1 metric ton of CO₂ is equal to 1 metric ton of CO₂e. However, Table 3.7-3 consistently provides higher values for CO₂e than CO₂, even though the other greenhouse gases being evaluated have values of zero.

LA1-3

If all other greenhouse gas emissions are zero, then the District recommends that the value of CO₂ should be equal to that of the CO₂e.

- Appendix C: Air Quality Analysis Assumptions:** The assumptions provided in Appendix C are not sufficient to accurately recreate the estimated emissions found in Tables 3.3-5, 3.3-6, 3.3-7, and 3.3-8. The District recommends that the DEIR includes the full Road Construction Emissions Model used for the analyses as an attachment.

LA1-4

Thank you again for the opportunity to review and comment on the DEIR. If you have any questions, please feel free to contact me at 530-745-2376 or lmoores@placer.ca.gov.

Sincerely,



Lauren Moore
 Air Pollution Control Specialist
 Placer County Air Pollution Control District

Cc: Yushuo Chang, Planning and Monitoring Section Manager
 Ann Hobbs, Associate Planner

Responses to Comment Letter LA1 – Lauren Moore, Placer County Air Pollution Control District

Response to Comment LA1-1

The text has been revised to “decreased lung function.”

Response to Comment LA1-2

The text has been revised to remove references to thresholds not used in the analysis, including numeric non-zero thresholds. The discussion focuses exclusively on OPR’s and CARB’s analyses of the State’s climate change goals and VMT reduction, which forms the basis for the net zero threshold used to evaluate project emissions. These revisions do not affect the analysis approach or impact determination.

Response to Comment LA1-3

Construction equipment and vehicles would result in emissions of CH₄ and N₂O, but the values are less than 1. The tables in Chapter 3.7 have been revised to show CH₄ and N₂O emissions as “<1”.

Response to Comment LA1-4

The RCEM files are available upon request.

Comment Letter I1

From: Kelly Berg <knmnberg@gmail.com>
Sent: Tuesday, June 25, 2019 1:08 PM
To: Shirhall, Terri
Subject: Re: FW: Washington/Andora Phase 1 Exhibit

EXTERNAL: This email originated from outside of the organization. Do not click on any links or open attachments unless you recognize the sender and know the content is safe.

Hi Terri,

Thanks for your time this morning, and for your follow-up. Your planning document clarifies my understanding of the Washington Blvd / Diamond Oaks intersection, and answered my questions regarding the bike trail. For southbound cars stopped at the Diamond Oaks intersection, I'm concerned that there will be insufficient space and time for a smooth blending of the two lanes into one, before the underpass. I vote yes on phase 1.

| I1-1
| I1-2
| I1-3

Regards,
Kelly

Responses to Comment Letter I1 – Kelly Berg, June 25, 2019

Response to Comment I1-1

This comment is in response to a phone conversation addressing project details and does not address the Draft EIR analysis. No response is necessary.

Response to Comment I1-2

The commenter expresses concern there will be insufficient space and time for a smooth blending of two lanes into one on south bound Washington Boulevard south of Diamond Oaks Road prior to entering the Andora Underpass following Phase 1 improvements.

The traffic operation effects of Phase 1 improvements are addressed in the Fehr Peers *Phasing of Washington/Andora Widening Project* Technical Memorandum dated April 10, 2019 (Draft EIR Appendix B). According to this Technical Memorandum, following Phase 1 improvements, southbound traffic on Washington Boulevard approaching Diamond Oaks Road would be similar to existing (no project) conditions. However, delays on this approach would likely be greater than for full Project buildout which would provide a continuous second southbound lane through the intersection and Andora Underpass.

The net effect of the Phase 1 Project at the Washington Boulevard/Diamond Oak Road intersection and south of the intersection prior to the Andora Underpass would be reduced delays when compared to existing (no project) conditions, but slightly greater delays when compared to an Existing Plus Full Project Buildout scenario. As shown in Draft EIR Table 3.16-8 Peak Hour Intersection Operations - Existing Plus Project Conditions (Draft EIR page 3.16-22), this intersection operated at Level of Service (LOS) B during the AM and PM peak hours under Existing Plus Full Project Buildout Conditions. The slight increase in delay would likely maintain LOS B conditions (and certainly maintain a LOS C). Therefore, according to the Fehr & Peers Technical Memorandum analysis, the net effect of the Phase 1 Project is not expected to adversely affect Washington Boulevard operations south of the Diamond Oaks Road intersection.

Response to Comment I1-3

This comment expresses support for the Phase 1 project. No response is necessary.

Comment Letter I2

From: Lisa Tedder <tedderml@comcast.net>
Sent: Tuesday, June 18, 2019 11:24 AM
To: Shirhall, Terri
Subject: Washington Blvd widening

EXTERNAL: This email originated from outside of the organization. Do not click on any links or open attachments unless you recognize the sender and know the content is safe.

Dear Terri,

We are in receipt of the Notice of Availability of a Draft Environmental Impact Report for the widening of Washington Blvd. While I agree that Washington Blvd does need to be widened, especially under the Union Pacific Railroad crossing, I do feel that the sound wall should be mandatory. The letter I read said that there is only a "potential" to build a sound wall. These people have already had to endure increased noise in their backyards because of the insane population growth in this area and it will only continue to get worse. The least the City can do to help them continue to enjoy their backyards is require that a sound wall be installed.

I2-1

Sincerely,
Lisa Tedder
Highland Reserve homeowner

Responses to Comment Letter I2 – Lisa Tedder, June 18, 2019

Response to Comment I2-1

According to the traffic noise analysis beginning on Draft EIR page 3.12-17, the proposed project would lead to an increase in traffic in the vicinity of the project area, as detailed in Section 3.16, *Transportation/Traffic*. Most of the noise-sensitive land uses in the project vicinity are residential land uses. According to the City's *General Plan 2035* Maximum Allowable Noise Exposure for Transportation Noise Sources (refer to Table 3.12-5), a noise level of up to 60 $L_{dn}/CNEL$ at "Outdoor Activity Areas" associated with residential land uses is considered compatible (City of Roseville 2016).

As described in the Draft EIR *Methods for Analysis and Assumptions* Noise subsection, if the proposed project would result in traffic noise that exceeds the compatibility guidelines for that land use (e.g., 60 $L_{dn}/CNEL$ for residential land uses) and results in an increase of 3 dB or more, the impact would be considered significant. This is because a change in sound level of 3 dB is considered the threshold of human perception for changes in noise levels. As shown in Draft EIR Table 3.12-11, traffic modeling results indicate that full buildout (Phases 1 and 2 combined) of the proposed project would not result in an increase of 3 dB or more (the delta from existing to existing plus project conditions) at any modeled sensitive receptor.

Because no noise-sensitive receptors would be exposed to a project-related operational traffic noise increase of 3 dB or more in areas where the compatibility standard is exceeded (or in areas where it is not exceeded), the Draft EIR found full buildout (Phases 1 and 2 combined) project traffic noise impacts to be less than significant under CEQA with no mitigation required.

Furthermore, the Fehr & Peers technical memorandum dated April 10, 2019 which reviewed the effects of project phasing on traffic and circulation (Draft EIR Appendix B) confirmed that: 1) Phase 1 improvements alone would not result in operational LOS impacts at study area intersections; and, 2) roadway volumes would be slightly less than those identified for full project buildout (because the Andora Underpass would not be widened). Because operational noise impacts are based on projected traffic volumes and because Phase 1 Washington Boulevard traffic volumes were found to be slightly less than full buildout volumes, Phase 1 operational noise impacts were also considered less than significant.

As noted beginning on Draft EIR page 3.12-19, although operational traffic noise impacts under CEQA as identified in the Draft EIR would be less than significant, a sound wall may be installed adjacent to one residential area based on federal guidelines as discussed in the Washington Boulevard/Andora Bridge Improvement Project Noise Study Report (California Department of Transportation 2017). As discussed in Draft EIR Chapter 2, Project Description, the potential wall would be located along residential property lines to the east of Washington Boulevard between Diamond Oaks Road and an existing concrete masonry wall just south of Pleasant Grove Boulevard. Assuming federal funding is used for the project as proposed, federal traffic noise thresholds would apply and this sound wall would become a requirement and constructed as part of the Phase 2 project.

Comment Letter I3

From: Dan Monahan <danlmonahan@hotmail.com>
Sent: Monday, June 17, 2019 9:57 AM
To: Shirhall, Terri
Subject: EIR Washington Blvd project

EXTERNAL: This email originated from outside of the organization. Do not click on any links or open attachments unless you recognize the sender and know the content is safe.

Dear Ms Shirhall,
As owner of a building in the Pleasant Grove Professional center I have received the notice of the EIR and proposed improvements on Washington Blvd. As I know most comments generally are of a complaint or criticism, I just wanted to say I very much appreciate the project as outlined. Despite the construction nuisances, I think this will help finish off that area of Washington Blvd to the betterment of all. So, this is just a supportive and affirmative note. The complainers represent themselves. I probably represent everybody else who doesn't complain and are happy with the proposal.

I3-1

Sincerely,
Dan Monahan
1211 Pleasant Grove Blvd. Suite 120
Roseville, CA 95678

Responses to Comment Letter I3 – Dan Monahan, June 17, 2019

Response to Comment I3-1

The commenter expresses support for the proposed Phase 1 project. Comment noted, no response required.

Comment Letter I4

From: tazzy@surewest.net
Sent: Friday, July 19, 2019 1:23 PM
To: Shirhall, Terri
Subject: Washington/Andora Widening Project

EXTERNAL: This email originated from outside of the organization. Do not click on any links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon,

My comment on the above mentioned project:

I am glad to see that there are plans on improving the traffic flow on Washington Blvd. mentioned within the project limits. | I4-1

Would it be possible to drop Sawtell-Kaseburg Drive widening portion from phase 1 and include it in phase 2 of the project. I believe by widening this area it would cause congestion by dropping one lane in the N/B direction towards the railroad underpass. It would be something similar to what occurs at the N/B SAC 51 (Bus 80) when lanes are dropped prior to the railroad underpass, but with less ADT. | I4-2

Thank you,

Peter C. Azevedo

Sent from [Mail](#) for Windows 10

Responses to Comment Letter I4 – Peter Azevedo

Response to Comment I4-1

The commenter is pleased to see the proposed project's improvement plans. Comment noted.

Response to Comment I4-2

Widening Washington Boulevard through the Kaseberg Drive intersection as part of Phase 1 improvements is necessary to accommodate installation of the new Washington Boulevard/Kaseberg Drive signal. Without this road widening, any time the Washington Boulevard/Kaseberg Drive signal is red for Washington Boulevard traffic, an unacceptable traffic queue or "back up" would occur on Washington in both the northbound and southbound directions. This queuing is mitigated by the proposed Phase 1 road widening which increases Washington Boulevard queuing capacity. See also response to comment I1-2 above.

July 17, 2019 City of Roseville Transportation Commission Meeting Oral Comments and Final EIR Responses

The project and Draft EIR were presented to the City of Roseville Transportation Commission at their July 17, 2019 meeting. Most of the meeting's oral comment was in the form of citizen and commissioner questions and comments regarding the project's: design; funding; Phase 2 construction temporary detour route; right-of-way; the proposed signal at the Washington Boulevard/Kaseberg Drive intersection and related community outreach; "protected" pedestrian signal phasing; other nearby City transportation projects; and, the potential for including construction contract incentives. Clarifying responses to public and commissioner questions on the project and Draft EIR were provided by staff and consultants during the meeting. The most pertinent oral comments, including those that address the Draft EIR, are summarized below followed by the Final EIR response.

Following discussion, the transportation commission discussed its support for the project and unanimously passed a motion to recommend the City Council certify the Final EIR and approve the project.

Responses to all oral comments on the Draft EIR are provided below. First, a summary of the comment is presented followed by the Final EIR response.

Oral Comment 1 – Mike Barnbaum, Resident

The commenter asked if Roseville Transit routes or level of service would be affected during project construction.

Response to OC-1

The City's public transit fixed route service does not include routes that pass through the project corridor and therefore the temporary closure of Washington Boulevard during Phase 2 construction would not directly impact public transit. However fixed route and dial-a-ride service would be subject to short-term construction delays where transit routes utilize intersections along the Phase 2 detour route. Project construction related impacts to detour route intersections are discussed in the Draft EIR's transportation and traffic section as part of the construction closure analysis (see Draft EIR p. 3.16-18 Table 3.16-5). As discussed in the Draft EIR, even with temporary intersection restriping mitigation, PM peak hour delays were determined to be significant and unavoidable at three intersections along the detour route.

Oral Comment 2 – Commissioner Radford, Jr.

The commissioner requested confirmation that the project must be completed within a specified timeframe in order for the City to use the \$2.2 million dollars of California Transportation Commission funds for the project.

Response to OC-2

Grant funding was originally awarded contingent on completing the project in a single phase. Constructing the project in two phases as currently proposed requires reconsideration/approval by the California Transportation Commission. The City plans to make this request at the October 2019 California Transportation Commission meeting.

Oral Comment 3 – Commissioner Short

The commissioner asked why the roundabout planned for the Washington Boulevard/All American City Drive intersection is not included in the EIR.

Response to OC-3

This roundabout has a different funding mechanism and construction schedule and is being processed by the City as a separate project under CEQA.

Oral Comment 4 – Commissioner Short

The commissioner questioned how the diagonal crosswalks would operate and if they would be striped as shown in staff's slide presentation.

Response to OC-4

The crosswalks are proposed to be striped as shown in the staff presentation to better facilitate bicycle and pedestrian travel through the project corridor following Phase 1 improvements. The original project design included bike trails on both sides of Washington Boulevard at the Andora undercrossing. Because widening the undercrossing is required to construct bike trails on both sides of Washington Boulevard (which is cost prohibitive during Phase 1), the revised design incorporates enhanced bike crossings at project intersections, along with specific bike detection and signal phasing that will allow pedestrians and bikes to cross the intersection diagonally during a "protected" pedestrian signal phase. This revision was incorporated in part to demonstrate to the California Transportation Commission that the phased project still delivers to the community the same bike and pedestrian functionality and safety benefits as the original design.

Oral Comment 5 – Commissioner Horton

The commissioner asked which intersections would have enhanced bike crossings.

Response to OC-5

To improve safety and ensure a continuous Class 1 multi-use trail following Phase 1 improvements, the intersections of Washington Boulevard/Diamond Oaks Road and Washington Boulevard/Kaseberg Drive will have striping and special phasing for bicycle/pedestrian diagonal crossings.

Oral Comment 6 – Commissioner Short

The Commenter asked why the striping for bike lanes at intersections crisscross and why there are two separate ones.

Response to OC-6

The proposed striping is intended to better identify the independent signal phase for bike and pedestrian intersection movements for the benefit of all intersection users.

Oral Comment 7 – Commissioner Horton

The Commenter asked what will happen to the existing City operated recycle drop-off site located on the east side of Washington north of All America City Boulevard.

Response to OC-7

Staff is currently exploring design options that would allow the existing recycle drop-off site to be retained. However, if an acceptable design is not identified, the recycle drop-off site will be relocated and addressed as a separate project under CEQA.

Oral Comment 8 – Commissioner Horton

The commissioner would like to see the EIR address the needs for a roundabout at the existing Washington Boulevard/All-America City Boulevard intersection.

Response to OC-8

As discussed above, the Washington Boulevard/All-America City Boulevard roundabout project is being processed as a separate project under CEQA, with independent utility relative to the project. A roundabout is therefore not considered an alternative to the project.

Oral Comment 9 – Commissioner Horton

Commissioner Horton stated he fully supports closing Washington Boulevard during Phase II construction and would like the City to consider incentives to the contractor if they can get the work done sooner.

Response to OC-9

This comment is noted and passed on to the decision makers for consideration.

Oral Comment 10 – Commissioner Horton

The commissioner asked about the detour route and suggested a second right turn lane be considered from westbound Junction Boulevard onto northbound Foothills Boulevard during Phase 2 construction.

Response to OC-10

According to traffic modeling conducted for the project, the only temporary striping modification needed for the Foothills Boulevard/Junction Boulevard intersection during Phase 2 construction is to add an additional left turn lane from southbound Foothills Boulevard onto eastbound Junction Boulevard. The Junction Boulevard westbound right turn to northbound Foothills Boulevard is not a critical turning movement for this intersection and therefore no additional temporary striping modifications are proposed.

Oral Comment 11 – Commissioner Horton

The commissioner Horton asked if is necessary to have the green hash marks (crosswalks) through the intersection(s).

Response to OC-11

See above responses OC-4 and OC-5.

Oral Comment 12 – Commissioner Horton

Commissioner Horton stated he was disappointed that Phase 2 can't be completed sooner and supports approval of Phase 1.

Response to OC-12

Comment noted. This comment is forwarded on to the City Council for their consideration.

Oral Comment 13 – Commissioner Groff

Commissioner Groff asked if the turn pocket on southbound Washington Boulevard to eastbound Diamond Oaks will be extended.

Response to OC-13

This turn pocket will be extended as part of the project.

Oral Comment 14 – Commissioner Groff

Commissioner Groff asked if noise reducing pavement was considered as part of the traffic noise mitigation analysis. If noise reducing pavement were used, could that eliminate the need for a sound wall or reduce the required height?

Response to OC-14

Rubberized asphalt is a mitigation technique used under CEQA to reduce traffic noise. However federal agencies don't allow credit for noise reductions achieved with rubberized asphalt because there is no guarantee it will continue to be used during road maintenance to ensure traffic noise mitigation in perpetuity. Because the project would receive federal funding it is subject to federal regulations and therefore the use of rubberized asphalt is not assumed in the traffic noise analysis.

Oral Comment 15 – Commissioner Groff

Commissioner Groff thanked residents who attended the project's Open House and noted that community input regarding the installation of a traffic signal at the Washington Boulevard/Kaseberg Drive intersection made a difference. Commissioner Groff stated he supports securing funding and moving forward with Phase 1 construction.

Response to OC-15

Comment acknowledged; no response required.

This section contains changes to the text of the Draft EIR in response to certain comments or as initiated by city staff. These changes are referenced in the responses to comments in Chapter 2, “Comments and Responses.” The changes are presented in the order in which they appear in the Draft EIR and are identified by Draft EIR page number. Text deletions are shown in ~~strikeout~~ and additions are shown in underline. The changes identified below do not alter the environmental analysis, conclusions of the EIR, or significance determinations; they do not require recirculation of the Draft EIR.

Changes to the Draft EIR

Revisions to the text of the Draft EIR follow. The text revisions are identified by Draft EIR page number and section number, as applicable. Where practical, revisions are included in the full paragraph where they are found in the Draft EIR.

Draft EIR Section 3.3 Air Quality

Subsection 3.3.1 Existing Conditions, Pollutants of Concern, Criteria Pollutants, Particulate Matter, second paragraph (Draft EIR page 3.3-9), is revised as follows:

Particulate Matter consists of finely divided solids or liquids such as soot, dust, aerosols, fumes, and mists. Two forms of particulates are now generally considered: respirable particles with an aerodynamic diameter of 10 micrometers or less, or PM10, and fine particles with an aerodynamic diameter of 2.5 micrometers or less, or PM2.5. Particulate discharge into the atmosphere results primarily from industrial, agricultural, construction, and transportation activities. However, wind on arid landscapes also contributes substantially to local particulate loading.

Particulate pollution can be transported over long distances and may adversely affect humans, especially people who are naturally sensitive or susceptible to breathing problems. Numerous studies have linked PM exposure to premature death in people with preexisting heart or lung disease. Other symptoms of exposure may include nonfatal heart attacks, irregular heartbeat, aggravated asthma, decreased ~~lung~~ lung function, and increased respiratory symptoms. In 2008, CARB estimated that annual PM2.5 emissions for the entire Sacramento Metropolitan Area¹ causes 90 premature deaths, 20 hospital admissions, 1,200 asthma and lower respiratory symptom cases, 110 acute bronchitis cases, 7,900 lost work days, and 42,000 minor restricted activity days (Sacramento Metropolitan Air Quality Management District 2013). Depending on its composition, both PM10 and PM2.5 can also affect water quality and acidity, deplete soil nutrients, damage sensitive forests and crops, affect ecosystem diversity, and contribute to acid rain (U.S. Environmental Protection Agency 2019c).

¹ Sacramento Metropolitan Area includes: El Dorado, Sacramento, Yolo counties and portions of Placer and Solano counties.

Section 3.7 Greenhouse Gas Emissions

Subsection 3.7.2 Environmental Impact, Thresholds of Significance, (Draft EIR page 3.7-8), is revised as follows:

to consider thresholds of significance previously adopted or recommended by other public agencies or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence (State CEQA Guidelines Sections 15064.4(a) and 15064.7(c)). The California Supreme Court decision in the *Centers for Biological Diversity et al. vs. California Department of Fish and Wildlife, the Newhall Land and Farming Company* (November 30, 2015, Case No. S217763) confirmed that there are multiple potential pathways for evaluating project-level GHG emissions consistent with CEQA, depending on the circumstances of a given project, including reliance on numeric thresholds and compliance with regulatory programs.

~~There are currently no drafted, adopted or numeric thresholds relevant to the analysis of GHG emissions from transportation projects.~~ Within the transportation sector, about two-thirds of GHG emissions come from on-road passenger vehicles (i.e., light-duty vehicles). Between 2013 and 2016, statewide passenger vehicle GHG emissions increased 7 percent, mainly due to VMT growth outpacing improvements in fuel efficiency of the vehicle fleet (CARB 20188). CARB's 2017 Scoping Plan recognizes that while vehicle technologies and low carbon fuels will continue to reduce transportation sector emissions, VMT reductions are necessary to achieve California's 2030 GHG reduction target. While CARB's climate change planning scenarios show that California can meet its GHG goals despite an increase of about 6.5% in total statewide VMT between existing conditions (2015-2018 average) and 2050, substantial VMT reduction relative to business-as-usual conditions (i.e., the future forecast with no action to reduce GHG emissions) is required (CARB 2019).

As discussed in Section 3.7.1, *Existing Conditions*, California adopted SB 375 to integrate transportation planning, regional housing allocation, and GHG reduction. The GHG reduction targets adopted by CARB and incorporated by MPOs in their RTP/SCS were expected to achieve much of the required VMT reduction needed for the State to meet their long-term GHG reduction targets. Yet a recent CARB assessment makes clear that the state "is not on track to meet greenhouse gas reductions expected under SB 375" (CARB 2018c). Accordingly, while SACOG's EIR for their 2035 MTP/SCS demonstrates that the proposed land use changes and transportation projects would achieve CARB's 2010 SB 375 GHG targets for the Sacramento region, based on recent CARB (2018b, 2019) analysis, additional GHG reduction may needed to meet the state's climate change objectives. SACOG is currently working on their 2020 MTP/SCS, which will address CARB's updated and more stringent 2018 SB 375 GHG targets, as well as potentially deeper VMT and GHG reductions called for under SB 743 and recent CARB climate change analysis. Adoption of the 2020 MTP/SCS is expected in February 2020.

~~In absence of an applicable numeric threshold or regional plan reflective of~~ Considering CARB's and OPR's current recommendations for VMT and GHG reduction, and the fact that the 2020 MTP/SCS has not been adopted, the City has determined that for the purposes of this analysis, any increase in GHG emissions above net zero (0) would result in a significant impact. A project-level net zero threshold represents a conservative assessment considering that the project is part of the region's larger land use and transportation network, and

Section 3.7 Greenhouse Gas Emissions

Subsection 3.7.2 Environmental Impact, Table 3.7-3. GHG Emissions from Construction of the Proposed Project (metric tons per year) (Draft EIR page 3.7-9), is revised as follows:

Table 3.7-3. GHG Emissions from Construction of the Proposed Project (metric tons per year)

Year	Source	CO ₂	CH ₄	N ₂ O	CO ₂ e
2020	Phase 1 Construction	278	<10	<10	284
	Phase 2 Construction	868	<10	<10	886
2023	Traffic Detour	380	<10	<10	386
	Total	1,247	<10	<10	1,272
2024	Phase 2 Construction	207	<10	<10	212
Total (all years)		1,733	<10	<10	1,767

GHG = greenhouse gas
CO₂ = carbon dioxide
CH₄ = methane
N₂O = nitrous oxide
CO₂e = carbon dioxide equivalent

Section 3.7 Greenhouse Gas Emissions

Subsection 3.7.2 Environmental Impact, Table 3.7-4. Estimated Greenhouse Gas Emissions from Project Operation (metric tons per year) (Draft EIR page 3.7-10), is revised as follows:

Table 3.7-4. Estimated Greenhouse Gas Emissions from Project Operation (metric tons per year)

Condition	Annual VMT	CO ₂	CH ₄	N ₂ O	CO ₂ e
2016 Existing	18,078,162,844	7,519,026	220	395	7,642,102
2016 Existing Plus Project	18,080,129,640	7,520,172	220	395	7,643,268
Cumulative (2035) No Project	25,674,732,648	7,003,174	102	372	7,116,456
Cumulative (2035) Plus Project	25,675,003,655	7,003,344	102	372	7,116,626
Incremental Project Impact					
2016 Existing Plus Project vs. 2016 Existing	1,966,796	1,146	<10	<1	1,165
Cumulative (2035) Plus Project vs. Cumulative (2035) No Project	271,007	170	<10	<1	170
Cumulative Change					
Cumulative (2035) Plus Project vs. 2016 Existing	7,596,840,811	-515,682	-117	-23	-525,476

VMT = vehicle miles traveled
CO₂ = carbon dioxide
CH₄ = methane
N₂O = nitrous oxide
CO₂e = carbon dioxide equivalent

Appendix A

**CEQA Mitigation Monitoring and Reporting Program
for the Washington Boulevard/Andora Bridge
Improvement Project**

**CEQA Mitigation Monitoring and
Reporting Program
for the
Washington Boulevard/Andora Bridge
Improvement Project**

September 2019

Washington Boulevard/Andora Bridge Improvement Project

SCH # 2016092028

MITIGATION MONITORING AND REPORTING PROGRAM

Introduction

Public Resources Code section 21081.6 and section 15097 of the California Environmental Quality Act (CEQA) Guidelines require public agencies to adopt a monitoring or reporting program for projects approved on the basis of an environmental impact report that requires implementation of mitigation measures as part of project approval.

The following is the Mitigation Monitoring and Reporting Program (MMRP) for the Washington Boulevard/Andora Bridge Improvement Project (proposed project). The intent of the MMRP is to aid the City of Roseville with its implementation and monitoring of mitigation measures adopted from the Washington Boulevard/Andora Bridge Improvement Project Final Environmental Impact Report (EIR).

Mitigation Measures

The following mitigation measures are from the Washington Boulevard/Andora Bridge Improvement Project Final EIR and are the responsibility of the City to implement. The MMRP describes the actions that must take place to implement each mitigation measure, the timing of those actions, and the entities responsible for implementing and monitoring the actions.

MMRP Components

The components of the attached table, which contains applicable mitigation measures, are addressed briefly, below.

Impact: This column summarizes the impact stated in the Final EIR.

Mitigation Measure: All mitigation measures identified in the Washington Boulevard/Andora Bridge Improvement Project Draft EIR are presented, as revised in the Final EIR.

Action(s): For every mitigation measure, one or more actions are described. The actions delineate the means by which the mitigation measures will be implemented, and, in some instances, the criteria for determining whether a measure has been successfully implemented. Where mitigation measures are particularly detailed, the action may refer back to the measure for specifics.

Implementing Party: This item identifies the entity that will undertake the required action.

Timing: Implementation of the action must occur prior to or during some part of project approval, project design or construction or on an ongoing basis. The timing for each measure is identified.

Monitoring Party: The City of Roseville Department of Public Works is primarily responsible for ensuring that mitigation measures are successfully implemented. Within the City of Roseville, a number of departments and divisions would have responsibility for monitoring some aspect of the overall project. Other agencies, such as the California Department of Fish and Game, may also be responsible for monitoring the implementation of mitigation measures. As a result, more than one monitoring party may be identified.

Washington Boulevard/Andora Bridge Improvement Project, Mitigation Monitoring and Reporting Program					
Impact	Mitigation Measures	Action(s)	Implementing Party	Timing	Monitoring Party
Visual/Aesthetics					
Impact AES-5: Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area	Mitigation Measure AES-5.1: Minimize Fugitive Light from Portable Sources Used for Construction At a minimum, the construction contractor will minimize project-related light and glare to the maximum extent feasible, given safety considerations. Color-corrected halide lights will be used. Portable lights will be operated at the lowest allowable wattage while meeting safety requirements and portable lighting will only be raised to a height required to adequately illuminate the work area. All construction lights will be directed downward toward work activities and away from the night sky and particularly residential areas, to the maximum extent possible. The number of nighttime lights used will be minimized to the greatest extent possible.	Minimize project-related light and glare to the maximum extent feasible,	Construction Contractor	During night construction work	City of Roseville Development Services Department
Biological Resources					
Impact BIO-1: Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service	Mitigation Measure BIO-1.1: Install Fencing and/or Flagging to Protect Sensitive Biological Resources Prior to construction, the City's contractor will install high-visibility orange construction fencing and/or flagging, as appropriate, along the perimeter of the work area adjacent to Environmentally Sensitive Areas (ESAs) (e.g., riparian vegetation, wetlands, streams, special-status species habitat, elderberry shrub, and active bird nests). The City will ensure that the final construction plans show the locations where fencing will be installed. The plans also will define the fencing installation procedure. The City or contractor (at the discretion of the City) will ensure that the fencing is maintained throughout the duration of the construction period. If the fencing is removed, damaged, or otherwise compromised during the construction period, construction activities will cease until the fencing is repaired or replaced. The project's special provisions package will provide clear language regarding acceptable fencing material and prohibited construction-related activities, vehicle operation, material and equipment storage, and other surface-disturbing activities within ESAs. All temporary fencing will be removed upon completion of construction.	Identify ESAs on improvement plans, protect in the field during construction and identify and limit construction site boundaries the field.	Design team and Contractor	Plan check and construction	City of Roseville Development Services Department
Impact BIO-1: Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service	Mitigation Measure BIO-1.2: Conduct Environmental Awareness Training for Construction Personnel Before any work occurs within the project limits, including equipment staging, grading, and tree and/or vegetation removal (clear and grub), the City will retain a qualified biologist (familiar with the resources in the area) to conduct a mandatory contractor/worker environmental awareness training for construction personnel. The awareness training will be provided to all construction personnel (contractors and subcontractors) prior to beginning construction to brief them on the need to avoid effects on sensitive biological resources adjacent to construction areas and the penalties for not complying with applicable state and federal laws and permit requirements. The biologist will inform all construction personnel about the life history and habitat requirements of special-status species with potential for occurrence onsite, the importance of maintaining habitat, and the terms and conditions of the Biological Opinion or other authorizing document (e.g. letter of concurrence). The environmental training will also cover general restrictions and guidelines that must be followed by all construction personnel to reduce or avoid effects on sensitive biological resources during project construction.	Conduct environmental awareness training for construction personnel.	City of Roseville Development Services Department	Prior to construction	City of Roseville Development Services Department
Impact BIO-1: Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service	Mitigation Measure BIO-1.3: Retain a Qualified Biologist to Conduct Preconstruction Surveys and Periodic Monitoring during Construction in Sensitive Habitats The City will retain a qualified biologist to conduct periodic site visits during construction activities that involve ground disturbance (e.g., vegetation removal, grading, excavation, shoofly track construction) within or adjacent to ESAs. The timing and frequency of this monitoring will be determined through coordination with the City or as determined by the project permits. The purpose of the monitoring is to ensure that measures identified in this report are properly implemented to avoid and minimize effects on sensitive biological resources and to ensure that the project complies with all applicable permit requirements and agency conditions of approval. The biologist will ensure that fencing around ESAs remains in place during construction and that no construction personnel, equipment, or runoff/sediment from the construction area enters ESAs.	Conduct Preconstruction Surveys and Periodic Monitoring during Construction in Sensitive Habitats	City of Roseville Development Services Department	Prior to construction	City of Roseville Development Services Department
Impact BIO-1: Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service	Mitigation Measure BIO-1.4: Protect Water Quality and Minimize Sedimentation Runoff in Wetlands and Non-Wetland Waters The City will comply with all construction site BMPs specified in the Storm Water Pollution Prevention Plan, and any other permit conditions to minimize the introduction of construction-related contaminants and mobilization of sediment in wetlands and non-wetland waters in and adjacent to the project area. These BMPs will address soil stabilization, sediment control, wind erosion control, vehicle tracking control, non-stormwater management, and waste management practices. The BMPs will be based on the best conventional and best available technology. The City will obtain a Section 401 Water Quality Certification from the Central Valley RWQCB and a Lake or Streambed Alteration Agreement from CDFW, which will contain BMPs and water quality measures to ensure the protection of water quality. These permit condition and BMPs will be implemented as part of the project.	Implement water quality BMPs and applicable resource permit conditions consistent with the project's approved Storm Water Pollution Prevention Plan and this MMRP.	Contractor	During construction	City of Roseville Development Services Department

Washington Boulevard/Andora Bridge Improvement Project, Mitigation Monitoring and Reporting Program					
Impact	Mitigation Measures	Action(s)	Implementing Party	Timing	Monitoring Party
Impact BIO-1: Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service	<p>Mitigation Measure BIO-1.5: Compensate for Direct Impacts on Vernal Pool Branchiopod Habitat (Phase 2)</p> <p>The City will compensate for direct impacts on vernal pool fairy shrimp and vernal pool tadpole shrimp (vernal pool branchiopod) habitat by purchasing the appropriate habitat credits at a USFWS-approved mitigation or conservation bank. The habitat impacts will be mitigated at a 2:1 ratio (2 acres preserved for every 1 acre affected). Mitigation and conservation banks in Placer County that sell vernal pool branchiopod credits are Locust Road Mitigation Bank, Toad Hill Ranch Mitigation Bank, and Western Placer Schools Conservation Bank.</p> <p>Based on the current project design, the City will purchase 0.16 acre of mitigation credits to compensate for direct impacts on 0.08 acre of vernal pool branchiopod habitat. The mitigation ratio and associated acreage may be modified based on the Biological Opinion, which will dictate the ultimate compensation for this federally listed species</p>	Purchase mitigation credits to compensate for impacts to vernal pool branchiopod habitat.	City of Roseville Development Services Department	Prior to impacts to vernal pool branchiopod habitat	City of Roseville Development Services Department
Impact BIO-1: Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service	<p>Mitigation Measure BIO-1.6: Install a No-Disturbance Buffer around the Elderberry Shrub (Phase 2)</p> <p>In conjunction with Mitigation Measure BIO-1.1, <i>Install Fencing and/or Flagging to Protect Sensitive Biological Resources</i>, the City will ensure that a minimum 4-foot-tall, temporary plastic mesh-type construction fence (Tensor Polygrid or equivalent) is installed between the work area and the elderberry shrub to be protected. In addition to the exclusion fencing, k-rail (concrete or plastic) will be installed between the elderberry shrub and the work area to protect this shrub from inadvertent damage during construction and removal of the shoofly track. The biologist shall monitor the installation of k-rail protection.</p> <p>This fencing is intended to prevent encroachment by construction vehicles and personnel. The exact location of the fencing and k-rail shall be determined by a qualified biologist, with the goal of protecting habitat for valley elderberry longhorn beetle. The fencing shall be strung tightly on posts set at a maximum interval of 10 feet. The fencing shall be checked regularly and maintained until all construction is complete. This exclusion fencing shall be marked by a sign stating:</p> <p><i>This is habitat of the valley elderberry longhorn beetle, a threatened species, and must not be disturbed. This species is protected by the federal Endangered Species Act of 1973, as amended. Violators are subject to prosecution, fines, and imprisonment.</i></p> <p>No construction activity, including grading, will be allowed until this condition is satisfied. The fencing and a note reflecting this condition will be shown on the construction plans and specifications.</p>	Install protections for elderberry shrubs, including fending, k-rail and signage. Regularly inspect protections and exclude construction vehicles and personnel from the area.	Qualified biologist, Contractor and Construction Inspector	Prior to Phase 2 construction of shoefly	City of Roseville Development Services Department
Impact BIO-1: Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service	<p>Mitigation Measure BIO-1.7: Conduct a Preconstruction Survey for Northern Western Pond Turtle and Exclude Turtles from the Work Area</p> <p>To avoid and minimize impacts on northern western pond turtles, the City will retain a qualified wildlife biologist to conduct a preconstruction survey within 48 hours of disturbance in suitable aquatic and upland habitats. The survey objectives are to determine the presence or absence of pond turtles in the vicinity of the construction work area and to determine if additional monitoring for pond turtles is necessary during construction to avoid entrapment of pond turtles during installation of stream diversion materials. If possible, the survey will be timed to coincide with the time of day and year when turtles are most likely to be active (during the cooler part of the day from 8:00 a.m. to 12:00 p.m. during spring, summer, and late summer). Prior to conducting presence/absence surveys, the biologist will locate the microhabitats for turtle basking (logs, rocks, and brush thickets) and determine a location to quietly observe turtles. The survey will include a 15-minute wait time after arriving on site to allow startled turtles to return to open basking areas. The survey will consist of a minimum 15-minute observation time per area where turtles could be observed.</p> <p>If turtles are observed during the preconstruction survey or at any time during construction and they cannot be avoided, they will be either hand-captured or trapped and then relocated outside the construction area to appropriate aquatic habitat by a biologist with a valid memorandum of understanding from CDFW and as determined during coordination with CDFW. If an active turtle nest is found, the biologist will coordinate with CDFW to determine the appropriate avoidance measures.</p>	Perform preconstruction surveys for northern western pond turtle and exclude turtles from the work area	Qualified biologist	Prior to construction	City of Roseville Development Services Department
Impact BIO-1: Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service	<p>Mitigation Measure BIO-1.8: Conduct Vegetation Removal during the Non-breeding Season and Conduct Preconstruction Surveys for Nesting Migratory Birds and Raptors</p> <p>Where vegetation removal is required to construct project features, the City will conduct this activity during the nonbreeding season for migratory birds and raptors (generally between September 1 and February 28), to the extent feasible.</p> <p>If construction activities (including vegetation removal) cannot be confined to the nonbreeding season, the City will retain a qualified wildlife biologist with knowledge of the relevant species to conduct nesting surveys before the start of construction. The migratory bird and raptor nesting surveys will include a minimum of two separate surveys to look for active migratory bird and raptor nests. Surveys will include a search of all trees and shrubs that provide suitable nesting habitat in the construction area. In addition, a 500-foot area around the construction area will be surveyed for nesting raptors and a 50-foot area around the construction area will be surveyed for songbirds. One survey should occur within 14 days prior to construction and the second survey within 48 hours prior to the start of construction or vegetation removal. If no active nests are detected during these surveys, no additional measures are required.</p> <p>If an active nest is found in the survey area, a no-disturbance buffer will be established around the nest site to avoid disturbance or destruction of the nest until the end of the breeding season (August 31) or until after a qualified wildlife biologist determines that the young have fledged and moved out of the project area (this date varies by species). The extent of these buffers will be determined by the biologist in coordination with USFWS and CDFW, and will depend on the level of construction disturbance, line-of-sight between the nest and the</p>	Conduct vegetation removal during the non-breeding season and/or conduct preconstruction surveys for nesting migratory birds and raptors and protect active nests in consultation with CDFW.	Contractor and City of Roseville Development Services Department	Conduct vegetation removal during the non-breeding season (between September 1 and February 28) or conduct nesting surveys to determine allowable construction work windows.	City of Roseville Development Services Department

Washington Boulevard/Andora Bridge Improvement Project, Mitigation Monitoring and Reporting Program					
Impact	Mitigation Measures	Action(s)	Implementing Party	Timing	Monitoring Party
	disturbance, ambient levels of noise and other disturbances, and other topographical or artificial barriers. Suitable buffer distances may vary between species.				
Impact BIO-1: Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service	<p>Mitigation Measure BIO-1.9: Conduct Preconstruction Surveys for Roosting Bats and Implement Protection Measures</p> <p>To obtain the highest likelihood of detection, the following preconstruction bat surveys will be conducted within and adjacent to the construction area for each construction season. If the surveys determine that bats are roosting in the construction area, the City will implement the protective measures described below.</p> <ul style="list-style-type: none"> Conduct Preconstruction Tree Surveys <p>Prior to tree removal or pruning, qualified biologists will examine trees to be removed or pruned for suitable bat roosting habitat. High-value habitat features (e.g., large tree cavities, basal hollows, loose or peeling bark, and larger snags,) will be identified, and the area around these features will be searched for bats and bat sign (e.g., guano, culled insect parts, and staining). All mature broadleaf trees should be considered potential habitat for solitary foliage-roosting bat species.</p> <p>If bat sign is detected, biologists will conduct evening visual emergence survey of the source habitat feature, from a half hour before sunset to 1–2 hours after sunset for a minimum of 2 nights during the season that construction would be taking place. Night-vision goggles and/or full-spectrum acoustic detectors will be used during emergence surveys to assist in species identification. All emergence surveys will be conducted during favorable weather conditions (calm nights with temperatures conducive to bat activity and no precipitation predicted). Survey methodology may be supplemented as new research identifies advanced survey techniques and equipment that would aid in bat detections.</p> <ul style="list-style-type: none"> Identify Protective Measures for Bats Using Trees <p>If it is determined that bats are using trees within or adjacent to the construction area as roost sites, the City (or its designated contractor) will coordinate with CDFW to identify protective measures to avoid and minimize impacts on roosting bats based on the type of roost and timing of activities. These measures could include the following measures.</p> <ul style="list-style-type: none"> If feasible, tree removal and pruning of trees containing an active roost will be avoided between April 1 and September 15 (the maternity period) to avoid impacts on reproductively active females and dependent young. If a maternity roost is located, whether solitary or colonial, that roost will remain undisturbed until September 15 or until a qualified biologist has determined that the roost is no longer active. If avoidance of nonmaternity roost trees is not possible, tree removal or pruning will be monitored by a qualified biologist. Prior to removal or pruning, the tree will be gently shaken, and several minutes should pass before felling trees or pruning limbs to allow bats time to arouse and leave the tree. The tree then will be removed in pieces, rather than felling the entire tree. The biologists will search downed vegetation for dead and injured bats. The presence of dead or injured bats that are species of special concern will be reported to CDFW. <ul style="list-style-type: none"> Conduct Preconstruction Surveys of Culverts <p>Prior to any work to replace, extend, or remove culverts, a qualified biologist will inspect box and pipe culverts for the presence of roosting bats. The biologist will conduct a daytime inspection/survey of box culverts for bat sign or occupancy to determine whether the structure is being used as a roost. Biologists conducting daytime surveys will listen for audible bat calls and will use the naked eye, binoculars, telescoping inspection mirror, and a high-powered spotlight to inspect culverts, and mud nests if present, for bats.</p> <p>Surfaces and the ground around the culvert will be surveyed for bat sign, such as guano, staining, and prey remains. Pipe culverts will be inspected from the exterior using the methods listed. If no suitable features are found, and no bats or bat sign are present, then a preconstruction survey within 24 hours prior to construction will be conducted. If suitable features are found, and bats or bat sign are present, additional surveys may be conducted to determine how the culvert is used by bats (i.e., whether it is used as a night roost, maternity roost, migration stopover, or for hibernation).</p> <ul style="list-style-type: none"> Implement Protective Measures for Bats Using Culverts <p>To avoid disturbance, injury, or mortality of bats utilizing culverts for roosting, the City (or its contractor) will conduct all work on these structures during the day (to the extent possible and where appropriate). If this is not possible, portable lights will be used to illuminate the roosting areas prior to and after sunset to deter bats from roosting during nights when work will occur.</p>	Conduct preconstruction surveys for roosting bats and implement protection measures in consultation with CDFW.	City of Roseville Development Services Department	Prior to construction of culverts and/or vegetation removal	City of Roseville Development Services Department

Washington Boulevard/Andora Bridge Improvement Project, Mitigation Monitoring and Reporting Program					
Impact	Mitigation Measures	Action(s)	Implementing Party	Timing	Monitoring Party
Impact BIO-1: Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service	<p>Mitigation Measure BIO-1.10: Modify Existing Structures during the Non-Breeding Season for Structure-Nesting Migratory Birds or Implement Exclusion Measures to Deter Nesting</p> <p>To avoid impacts on nesting swallows and other structure-nesting migratory birds that are protected under the Migratory Bird Treaty Act and the California Fish and Game Code, the City will modify existing structures after the conclusion of the bird nesting period (February 1 through August 31). Construction, modification, or disturbance of existing box culvert structures after the nesting period has concluded is strongly preferred; however, if this is not possible, the City will implement the following avoidance measures.</p> <p>Prior to the start of each phase of construction, the City (or its contractor) will hire a qualified wildlife biologist to inspect any box culvert that would be modified or disturbed during the nonbreeding season (September 1 through February 1). If nests are found and are determined to be inactive (abandoned), they shall be removed.</p> <p>After inactive nests are removed and prior to construction from February 1 to August 31, the undersides of the portion of the culvert to be modified or disturbed will be covered with a suitable exclusion material that will prevent birds from nesting (i.e., 0.5- to 0.75-inch mesh netting, plastic tarp, expandable foam sealant, or other suitable material safe for wildlife). All exclusion devices will be installed before February 1 and will be monitored throughout the breeding season (typically several times a week). The exclusion material will be anchored so that swallows cannot attach their nests to the structures through gaps in the net.</p> <p>Exclusion devices for birds will be installed in a manner that does not entrap day-roosting bats.</p> <p>As an alternative to installing exclusion materials on a culvert, the City may hire a qualified biologist or qualified wildlife management specialist to remove nests as the birds construct them and before any eggs are laid. Visits to the site would need to occur daily throughout the breeding season (February 1 through August 31) because swallows can complete a nest in a 24-hour period.</p> <p>If exclusion material is not installed on structures prior to February 1 or manual removal of nests is not conducted daily, and migratory birds colonize a culvert, removal or modification to that portion of the culvert may not occur until after August 31, or until a qualified biologist has determined that the young have fledged and the nest is no longer in use.</p> <p>If appropriate steps are taken to prevent swallows from constructing new nests as described in the preceding measures, work can proceed at any time of the year.</p>	Modify existing structures during the non-breeding season for structure-nesting migratory birds and/or implement exclusionary measures to deter nesting; and/or, conduct appropriate nesting surveys to confirm nesting absence prior to demolition/construction.	Qualified Biologist, Contractor and City of Roseville Development Services Department	Conduct structure demolition (Andora Bridge) and/or modifications (i.e., culvert extensions) during the non-breeding season (between September 1 and February 28); or, conduct nesting surveys to determine allowable construction work windows.	City of Roseville Development Services Department
Impact BIO-2: Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service	<p>Mitigation Measure BIO-2.1: Compensate for the Loss of Riparian Communities</p> <p>To compensate for the total loss of approximately 1.73 acres of riparian communities, prior to commencement of each construction phase, the City will purchase credits at an approved mitigation bank to ensure no net loss of riparian habitat functions and values. The City will purchase credits at a 3:1 ratio, which would require purchasing a total of approximately 5.19 acres of riparian habitat credits from an approved mitigation bank. This ratio and acreage will be confirmed during the review of future engineering drawings for each project phase and may be modified during the CDFW Section 1602 permitting process (if actual increase or decrease) which will dictate the ultimate compensation. The City will provide written evidence to the resource agencies that compensation has been established through the purchase of mitigation credits. The amount to be paid will be the fee that is in effect at the time the fee is paid.</p>	Purchase mitigation credits to compensate for impacts to riparian communities.	City of Roseville Development Services Department	Prior to impacts to riparian habitat	City of Roseville Development Services Department
Impact BIO-3: Have a substantial adverse effect on federally protected wetlands and non-wetland waters as defined by Section 404 of the Clean Water Act (including, but not limited to, marshes, vernal pools, coastal wetlands, streams etc.) through direct removal, filling, hydrological interruption, or other means	<p>Mitigation Measure BIO-3.1: Avoid and Minimize Disturbance of Waters of the United States/Waters of the State</p> <p>To the extent possible, the City will avoid and minimize impacts on waters of the United States and waters of the State by implementing the following measures. These measures will be incorporated into contract specifications and implemented by the construction contractor.</p> <ul style="list-style-type: none"> Avoid construction activities in saturated or ponded natural wetlands and drainages during the wet season (spring and winter) to the maximum extent possible. Stabilize streams/drainages immediately upon completion of construction activities. Other waters of the United States will be restored in a manner that encourages vegetation to re-establish to its pre-project condition and reduces the effects of erosion on the drainage system. Remove any trees, shrubs, debris, or soils that are inadvertently deposited below the OHWM of streams/drainages in a manner that minimizes disturbance of the bed and bank. Complete all activities promptly to minimize their duration and resultant impacts. 	Ensure contract specifications include requirements to minimize impacts to waters of the U.S. and of the State during construction.	Design team, City of Roseville Development Services Department	At plan check and during construction.	City of Roseville Development Services Department
Impact BIO-3: Have a substantial adverse effect on federally protected wetlands and non-wetland waters as defined by Section 404 of the Clean Water Act (including, but not limited to, marshes, vernal pools, coastal wetlands, streams etc.) through direct removal, filling, hydrological interruption, or other means	<p>Mitigation Measure BIO-3.2: Compensate for the Permanent Loss of Waters of the United States/Waters of the State</p> <p>To compensate for the total (Phases 1 and 2) permanent loss of approximately 0.19 acre of waters of the United States and waters of the State, prior to each project phase and consistent with permit requirements the City will purchase credits at an approved mitigation bank to ensure no net loss of wetland functions and values. Mitigation banks with service areas for Placer County that sell credits that satisfy USACE wetland and USFWS requirements include Sacramento River Ranch Mitigation Bank, Locust Road Mitigation Bank, and Toad Hill Ranch Mitigation Bank. The wetland compensation ratio will be a minimum of 1:1 (1 acre of wetland habitat credit for every 1 acre of impact) to ensure no net loss of wetland habitat functions and values.</p> <p>The City will also implement the conditions and requirements of state and federal permits that will be obtained for the proposed project. The actual mitigation ratio and associated credit acreage may be modified based on USACE and RWQCB permitting which will dictate the ultimate compensation for permanent impacts to waters of the United States/waters of the State.</p>	Purchase mitigation credits to compensate for impacts to waters of the U.S./waters of the State.	City of Roseville Development Services Department	Prior to impacts to waters	City of Roseville Development Services Department

Washington Boulevard/Andora Bridge Improvement Project, Mitigation Monitoring and Reporting Program					
Impact	Mitigation Measures	Action(s)	Implementing Party	Timing	Monitoring Party
Cultural and Tribal Resources					
Impact CUL-2: Potential to cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5	Mitigation Measure CUL-2.1: Stop Work if Cultural Resources are Encountered During Ground-Disturbing Activities If buried cultural resources such as chipped or ground stone, historic debris, or building foundations, are inadvertently discovered during ground-disturbing activities, work will stop in that area and within a 100-foot radius of the find until a qualified archaeologist can assess the significance of the find and, if necessary, develop a response plan, with appropriate treatment measures, in consultation with the City, SHPO, and other appropriate agencies. Preservation in place shall be the preferred treatment method per State CEQA Guidelines Section 15126.4(b) (avoidance, open space, capping, easement). Data recovery of important information about the resource, research, or other actions determined during consultation, is allowed if it is the only feasible treatment method.	Stop work if cultural resources are encountered during ground-disturbing activities and have a qualified archaeologist evaluate the find and develop a response plan.	Contractor, Qualified Archaeologist, and City of Roseville Development Services Department	During construction	Contractor, City of Roseville Development Services Department
Impact CUL-3: Disturbance of any human remains, including those interred outside of formal cemeteries	Mitigation Measure CUL-3.1: Implement appropriate treatment for discovery of human remains In the event that human remains are discovered, all work will cease in the vicinity (minimum of 100 feet) of the find and the Placer County coroner will be notified immediately. If the coroner determines the remains to be Native American in origin, the coroner will be responsible for notifying the NAHC, which will appoint a MLD (Public Resources Code Section 5097.99). The City and MLD will make all reasonable efforts to develop an agreement for the dignified treatment of human remains and associated or unassociated funerary objects (14 CCR 15064.5[d]). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects. The MLD will have 48 hours after notification by the NAHC to make their recommendation (Public Resources Code Section 5097.98). If the MLD does not agree to the reburial method, the project will follow Public Resources Code Section 5097.98(b), which states, "The landowner or his or her authorized representative shall reinter the human remains and items associated with Native American burials with appropriate dignity on the property in a location not subject to further subsurface disturbance."	Implement appropriate treatment for discovery of human remains and contact the Placer County coroner. If remains are Native American, the coroner shall contact the NAHC which will appoint an MLD to provide treatment recommendations. Develop an agreement for the dignified treatment of human remains and associated or unassociated funerary objects and implement provision of the agreement.	Qualified Archaeologist, County Coroner, NAHC, MLD, and City of Roseville Development Services Department	During construction	City of Roseville Development Services Department
Geology and Soils					
Impact GEO-4: Placement of project-related facilities on expansive soil, creating substantial risks to life or property	Mitigation Measure GEO-4.1: Prepare Soil Report or Geotechnical Investigation and Implement Recommendations The City will ensure that a soil report or geotechnical investigation be prepared that identifies the locations of expansive soils on the site. The project design will include the recommendations of the studies, such as a soil replacement and lime treatment, to avoid the effects of excessive soil expansion and contract on pavements, sound walls, and project elements.	Prepare a soil report or geotechnical investigation and implement design and construction recommendations.	Design engineer, City of Roseville Development Services Department	At plan check and during construction.	City of Roseville Development Services Department
Impact GEO-6: Direct or indirect destruction of a unique paleontological resource or site or unique geologic feature	Mitigation Measure GEO-6.1: Cease Work until Review Conducted by Qualified Paleontologist and Recommendations Implemented Should any evidence of paleontological materials (e.g., fossils) be encountered during grading and excavation, work will be suspended within 100 feet of the find, and the City will be immediately notified. At that time, the City will coordinate all necessary investigations of the site with a qualified paleontologist to assess the resource and provide proper management recommendations. Possible management recommendations for important resources could include resource avoidance or data recovery excavations. The contractor will implement any measures deemed necessary by the paleontologist for the protection of paleontological resources.	Stop work if paleontological materials are encountered during construction and have a qualified paleontologist assess the resource, provide proper management recommendations and implement recommendations.	Contractor, Qualified Paleontologist, and City of Roseville Development Services Department	During construction	Contractor, City of Roseville Development Services Department
Impact GEO-6: Direct or indirect destruction of a unique paleontological resource or site or unique geologic feature	Mitigation Measure GEO-6.2: Prepare and Implement a Worker Education Program for those Involved with Earthwork A worker education program, prepared by a qualified professional paleontologist, will review applicable local, state, and federal ordinances, laws, and regulations pertaining to paleontological resources, the types of fossils that can be encountered and their general appearance, discuss site avoidance requirements and notification procedures to be followed in the event that unanticipated paleontological resource is found during construction, and discussion disciplinary and other actions that can be taken against persons violating such laws.	Prepare and implement a worker education program for those involved with earthwork.	Contractor and City of Roseville Development Services Department	Prior to and during construction	City of Roseville Development Services Department
Hazards and Hazardous Materials					
Impact HAZ-1: Creation of a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, including lead based paint, aerially deposited lead, traffic striping, and treated wood waste	Mitigation Measure HAZ-1.1: Develop a Lead Abatement Plan Any thermoplastic traffic striping, soils affected by lead, and painted concrete on the Andora Underpass to be removed for disposal, or other waste material from the painted portions of the bridge (e.g., sandblasting waste) must be handled and disposed of prior to demolition or significant renovation. The abatement plan will provide for a California-certified asbestos consultant and California Department of Health Services-certified lead project designer to prepare hazardous materials specifications for abatement of the LBP, ADL, and traffic striping. This specification should be the basis for selecting qualified contractors to perform the proposed lead abatement work. Abatement of hazardous materials will be completed prior to any work on structures and facilities.	Prepare and implement a lead abatement plan.	Contractor and City of Roseville Development Services Department	Prior to and during construction	City of Roseville Development Services Department

Washington Boulevard/Andora Bridge Improvement Project, Mitigation Monitoring and Reporting Program					
Impact	Mitigation Measures	Action(s)	Implementing Party	Timing	Monitoring Party
Impact HAZ-1: Creation of a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, including lead based paint, aerially deposited lead, traffic striping, and treated wood waste	<p>Mitigation Measure HAZ-1.2: Perform Soil Testing and Appropriately Dispose of Soils Contaminated with ADL</p> <p>Construction contract specifications will provide that if soils adjacent to the roadway are to be disturbed, the City or its contractors will conduct further investigations and screening for ADL to assess the extent of hazardous ADL concentrations within the project alignment along shoulder areas on both sides of Washington Boulevard, beyond the Andora Underpass. If soils contain ADL in excess of established thresholds, soils will be handled in a manner compliant with the City CUPA regulatory requirements and disposed of properly.</p>	Perform soil testing and appropriately dispose of soils contaminated with ADL.	Contractor and City of Roseville Development Services Department	Prior to and during construction	City of Roseville Development Services Department
Hydrology and Water Quality					
<p>Impact WQ-2: Substantial depletion of groundwater supplies or substantial interference with groundwater recharge</p> <p>Impact WQ-3: Substantial alteration of existing drainage patterns in a manner that would result in substantial erosion or siltation onsite or offsite</p> <p>Impact WQ-4: Substantial alteration of existing drainage patterns in a manner that would result in flooding onsite or offsite</p>	<p>Mitigation Measure WQ-2.1: Provide a System to Meet NPDES Post-Construction Stormwater Runoff Requirements (Note: Mitigation Measures WQ-2.1 also applies to Impact GEO-2)</p> <p>The City will prepare a post-construction stormwater management plan as a separate document to demonstrate how the integrated measures of each construction phase will satisfy NPDES requirements.</p> <p>The post-construction requirements of the West Placer Stormwater Quality Design Manual, which was prepared consistent with the State of California Phase II Small MS4 General Permit, are:</p> <ul style="list-style-type: none"> • Infiltrate impervious surface runoff on-site from the post-construction 85th percentile 24-hour storm event. • Treatment of runoff that cannot be infiltrated on-site shall follow EPA guidance regarding green infrastructure to the extent feasible (U.S. Environmental Protection Agency 2008). • Where the addition of traffic lanes results in an alteration equal to or greater than 50% of the impervious surface of an existing street or road, runoff from the entire project (consisting of all existing, new, and/or replaced impervious surfaces) must be included in the treatment system design. • Where the addition of traffic lanes results in an alteration of less than 50% of the impervious surface of an existing street or road, only runoff from the new, and/or replaced impervious surface must be included in the treatment system design. 	Prepare a post-construction stormwater management plan to demonstrate how the integrated measures of each construction phase will satisfy NPDES requirements consistent with the West Placer Stormwater Quality Design Manual.	City of Roseville Development Services Department	Prior to each construction phase.	City of Roseville Development Services Department
Noise					
<p>Impact NOI-1: Exposure of persons to or generation of noise levels in excess of applicable standards</p> <p>Impact NOI-4: : Creation of a substantial temporary or periodic increase in existing ambient noise levels in the project vicinity.</p>	<p>Mitigation Measure NOI-1.1: Employ Noise-Reducing Construction Practices (Note: Mitigation Measure NOI-1.1 also applies to Impact NOI-4)</p> <p>When possible, the use of noise-generating construction equipment will be avoided outside of exempt hours in the City of Roseville. When not possible, construction contractors will specify noise-reducing construction practices that will be employed to reduce construction noise from construction activities that would occur during non-exempt hours. Measures specified by the contractors will be reviewed and approved by the City prior to construction activities. Measures that can be used to limit noise include, but are not limited to, those listed below.</p> <ul style="list-style-type: none"> • Locate construction equipment as far as feasible from noise-sensitive uses. • Require that all construction equipment powered by gasoline or diesel engines have sound control devices that are at least as effective as those originally provided by the manufacturer and that all equipment be operated and maintained to minimize noise generation. • Do not idle inactive construction equipment for prolonged periods (i.e., more than 5 minutes). • Prohibit gasoline or diesel engines from having unmuffled exhaust systems. • Ensure that equipment and trucks used for project construction utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, intake silencers, ducts, engine enclosures, acoustically attenuating shields or shrouds) wherever feasible. 	Employ noise-reducing construction practices; City to review and approve contractor proposed methods.	Contractor, City of Roseville Development Services Department	Prior to and during construction	City of Roseville Development Services Department
Impact NOI-2: Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels	<p>Mitigation Measure NOI-2.1: Construction Vibration Control Measures</p> <p>A construction vibration control plan will be prepared to reduce construction vibration levels at the adjacent residential land uses. The plan will require that the construction contractor conduct project construction such that groundborne vibration generated by construction is not readily perceptible at the adjacent residences (less than 0.04 PPV in/sec), where feasible. Measures specified by the contractors will be reviewed and approved by the City for feasibility prior to construction activities utilizing a pile driver or vibratory roller. Measures that can be employed to reduce vibration include:</p> <ul style="list-style-type: none"> • Operating heavy equipment as far as practical from residential uses. • The use of smaller equipment or equipment that generates less vibration (e.g. using a non-vibratory roller in place of a vibratory roller) when construction activity must occur within approximately 80 feet of an existing residence. • Limiting pile-driving activity to the extent feasible, and implementing "quiet" pile-driving technology (such as predrilling piles or using sonic or vibratory pile drivers) to the extent possible. 	Employ vibration-reducing construction practices; City to review and approve contractor proposed methods.	Contractor, City of Roseville Development Services Department	Prior to and during construction	City of Roseville Development Services Department

Washington Boulevard/Andora Bridge Improvement Project, Mitigation Monitoring and Reporting Program					
Impact	Mitigation Measures	Action(s)	Implementing Party	Timing	Monitoring Party
Transportation/Traffic					
Impact TRA-1: Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system	<p>Mitigation Measure TRA-1.1: Modify Traffic Signal Timing at the Washington Boulevard/Pleasant Grove Boulevard Intersection by Shifting 6 Seconds of Green Light Time from the Northbound Left-Turn Movement to the Southbound Through Movement (Phase 2)</p> <p>This mitigation measure will reallocate green light time on the Washington Boulevard north/south approaches to better match travel demand. It will not alter green light time, splits, or offsets on the coordinated east/west Pleasant Grove Boulevard approaches. Table 3.16-9 shows that this mitigation will reduce the PM peak hour delay from 70 to 56 seconds per vehicle (see the transportation study in Appendix B).</p> <p>Although operations would technically remain in the LOS E range, the delay at the Washington Boulevard/Pleasant Grove Boulevard intersection would be within 1 second of LOS D, which is considered acceptable. Nonetheless, this impact would remain significant and unavoidable</p>	Modify traffic signal timing at the Washington Boulevard/Pleasant Grove Boulevard intersection by shifting 6 seconds of green light time from the northbound left-turn movement to the southbound through movement.	City of Roseville Development Services Department	Following Phase 2 improvements	City of Roseville Development Services Department