# Final
# Subsequent Environmental Impact Report
## for the City of Roseville 2020 Transportation System Capital Improvements Program Update

Public Works

State Clearinghouse No. 2006062086

April 2007


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CITY OF ROSEVILLE CALIFORNIA

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# 1.0 Introduction

# 1.0 Introduction

## 1.1 BACKGROUND

The City of Roseville (City) proposes to update the City's 2020 Transportation System Capital Improvements Program (CIP). The City's CIP identifies the various improvements needed to serve the future transportation demands on the roadway system through the year 2020. The CIP is periodically updated to respond to changing conditions and to ensure the development of an adequate transportation system, consistent with the City's level of service (LOS) policy. The proposed 2020 CIP Update (proposed project) is an update to the current 2020 CIP; this update was prepared using an updated traffic model to reflect revised citywide buildout conditions from that of the current 2020 CIP.

The City of Roseville is the lead agency responsible for preparing this Final Subsequent EIR. Two previous EIRs were prepared for the City's CIP: an EIR certified in 2000 for the 2015 CIP, and the Supplemental EIR certified in 2002 for the 2020 CIP. Since approval of the 2020 CIP, the City has determined that a Subsequent EIR should be prepared based on revised citywide buildout conditions, updated 2020 development forecasts outside of Roseville, and the use of an updated traffic model. **Table 1-1** shows the differences in land use forecasts within Roseville incorporated into the current CIP traffic model versus this proposed 2020 CIP Update.

**TABLE 1-1**

**LAND USE FORECASTS:**
**CURRENT 2020 CIP AND PROPOSED 2020 CIP UPDATE**

| Land Use | 2020 Current CIP (No Project) | 2020 CIP Update Model (Proposed Project) | Change |
|---|---|---|---|
| Single-Family (Dwelling Units) | 40,514 | 40,222 | -292 |
| Multi-Family (Dwelling Units) | 17,871 | 15,728 | -2,143 |
| Age-Restricted (Dwelling Units) | 3,973 | 4,472 | +499 |
| Retail (Square Feet) | 18,358,500 | 17,022,500 | -1,336,000 |
| Office (Square Feet) | 11,264,900 | 11,509,100 | +244,200 |
| Industrial (Square Feet) | 12,711,000 | 12,188,700 | -522,300 |
| High Tech/Research and Development (Square Feet) | 3,265,700 | 4,197,200 | +931,500 |

These land use changes are the result of various rezones and other adjustments intended to create a better overall jobs/housing balance within Roseville and reflect the preservation of more open space

and additional parklands, as prescribed by the Sacramento Area Council of Governments (SACOG) Blueprint Project and Roseville's Implementation Strategies to Achieve Blueprint Project Objectives.

**Table 1-2** identifies the development projects associated with the land use forecasts. As shown, the updated land use forecasts result in a decrease of 10,200 daily vehicle trips when compared to the current 2020 CIP.

**TABLE 1-2**

**DAILY VEHICLE TRIPS GENERATED IN THE CITY OF ROSEVILLE USING MAJOR ROADWAY NETWORK: CURRENT 2020 CIP AND PROPOSED 2020 CIP UPDATE**

| Plan Area | Current 2020 CIP (No Project) | 2020 CIP Update (Proposed Project) | Difference | |
|---|---|---|---|---|
| | | | Trips | Percent |
| Del Webb SP | 15,500 | 16,100 | 600 | 3.9 |
| Highland Reserve North SP | 70,800 | 65,800 | -5,000 | -7.1 |
| Infill Area | 422,100 | 413,900 | -8,200 | -1.9 |
| North Central Roseville SP | 254,100 | 237,700 | -16,400 | -6.5 |
| Northeast Roseville SP | 180,400 | 192,200 | 11,800 | 6.5 |
| North Industrial Area | 155,100 | 181,900 | 26,800 | 17.3 |
| North Roseville SP | 61,800 | 64,500 | 2,700 | 4.4 |
| Northwest Roseville SP | 124,300 | 107,600 | -16,700 | -13.4 |
| Southeast Roseville SP | 71,600 | 65,900 | -5,700 | -8.0 |
| Stoneridge SP | 37,200 | 37,700 | 500 | 1.3 |
| West Roseville SP | 101,000 | 100,400 | -600 | -0.6 |
| **Total Citywide** | **1,493,900** | **1,483,700** | **-10,200** | **-0.7** |

Note:
Based on daily volumes on model "centroid" connectors, rounded to the nearest 100
SP = specific plan
SOURCE: DKS Associates, 2007

## 1.2 PROJECT OBJECTIVES

The primary objective of the proposed project is to update the City's roadway and intersection improvements through the buildout of the City to more accurately represent planned growth in Roseville and surrounding areas. The project objectives for the proposed 2020 CIP Update are identified below:

- Plan a balanced transportation system that meets the policies of the City's General Plan;

- Manage and plan for an increase in vehicle trips on local roadways throughout the City to facilitate a safe, efficient flow of vehicle traffic;
- Construct financially feasible roadway improvements to provide a safe and reliable transportation network to accommodate planned urban growth in the City and surrounding areas;
- Minimize the visual impact of roadway improvements on surrounding areas;
- Provide cost-efficient improvements that reduce congestion on roadways and intersections to assist the City in maintaining a LOS of C, where feasible and desirable;
- Minimize the need to acquire new rights-of-way, particularly where residential or commercial buildings and/or parking could be affected; and
- Update the City's traffic model.

## 1.3 PROJECT DESCRIPTION

The proposed 2020 CIP Update estimates traffic volumes and LOS under revised citywide buildout conditions using an updated traffic model. The purposes for updating the 2020 CIP include:

- Identifying intersection and roadway improvements not identified in the current CIP;
- Re-evaluating the need and feasibility of roadway and intersection improvements identified in the current CIP;
- Re-evaluating intersection LOS based on new 2020 development levels and modifications to the current CIP; and
- Evaluating consistency of the proposed 2020 CIP Update with General Plan policies.

The project location is shown on **Figure 1-1**. The proposed project includes changes to intersection and roadway improvements from those identified in the current CIP. These changes are needed to accommodate buildout of entitled land within Roseville and planned market rate development outside the City limits to the year 2020. **Figure 1-2** shows the intersection and roadway modifications incorporated into the proposed project (2020 CIP Update).

In summary, there are modifications to 30 intersections and 6 roadway segments incorporated into the proposed 2020 CIP Update. Of these, 10 intersections and 3 roadway improvements would increase the affected right-of-way area identified in the current CIP; 3 intersections and 3 roadway improvements would decrease the affected right-of-way area identified in the current CIP; and 17 intersections would be modified but would not change the affected right-of-way area identified in the current CIP.

The components of the proposed project are described further below.

### 1.3.1 Revisions to Intersections Incorporated into the CIP

The current CIP includes 172 signalized intersections. The proposed 2020 CIP Update adds 9 existing intersections to the CIP and exempts 2 intersections (identified within a Pedestrian District) from the LOS policy calculations, for a total of 179 intersections subject to the City's LOS policy. The nine additional intersections are identified in **Table 1-3**. The construction of these intersections was initially evaluated in previous environmental documents certified by the City.

**TABLE 1-3**

**PROPOSED 2020 CIP UPDATE: ADDED INTERSECTIONS**

| Intersection Number | North-South Street Name | East-West Street Name |
|---|---|---|
| 147 | Highland Park | Fairway Dr |
| 165 | Fiddyment Rd | Westlake |
| 170 | Woodcreek Oaks Blvd | Northpark Dr |
| 171 | Woodcreek Oaks Blvd | Parkside Dr |
| 174 | Industrial Ave | Alantown |
| 176 | Gibson Dr (West) | Roseville Pkwy |
| 178 | Washington Blvd | All America |
| 179 | Cottonwood | Cirby Way |
| 183 | Alexandra Dr | Secret Ravine Pkwy |

The following two intersections removed from the CIP are both within the Riverside Gateway Pedestrian District Overlay:

- Riverside Avenue and Vernon Street/Douglas Boulevard
- Riverside Avenue and Darling Way

The intent of the City's Pedestrian District is to emphasize pedestrian safety and access over vehicular access and encourage alternative modes of travel. The City has determined that it is not a priority to maintain LOS C at signalized intersections within the Pedestrian District Overlay, as this could impede safe pedestrian access. Therefore, these two intersections are excluded from the City's LOS policy and are not included in the total number of intersections for the proposed 2020 CIP Update.

### 1.3.2 Roadway and Intersection Modifications

Based on the updated land use assumptions used in the City's traffic model as well as the use of an updated traffic model, the City has identified modifications to the current CIP. These modifications are identified in **Tables 1-4** and **1-5**. While most of the modifications are aimed at improving LOS, some reduction in improvements are proposed, where the existing CIP improvements have been

determined to be infeasible. Three categories of roadway and intersection improvements are proposed in this 2020 CIP Update:

(1) Improvements that would increase or widen the area identified in the current CIP (identified as Widening projects in **Tables 1-4** and **1-5**);

(2) Improvements that would require modifications of the geometry of the intersection (i.e., changing a through lane to a left turn lane) but would not increase or widen the area identified in the current CIP (identified as Modify; No Widening projects in **Table 1-4**); and

(3) Changes to improvements that would decrease the area identified in the current CIP (identified as Reduction in Width projects in **Tables 1-4** and **1-5**).

**TABLE 1-4**

**PROPOSED 2020 CIP UPDATE: INTERSECTION MODIFICATIONS**

| Intersection Number | North-South Street Name | East-West Street Name | Category | Proposed 2020 CIP Update Modification | Affected Area |
|---|---|---|---|---|---|
| 15 | Orlando Ave/ Marlin Dr | Cirby Way | Widening | EB: Remove 1 lane<br>WB: Add 1 lane | North and south side of Cirby located east and west of Orlando, and west side of Orlando located south of Cirby |
| 18 | Vernon St | Cirby Way | Modify; No Widening | NB: Restriping right lane to right only | No area beyond that identified in the current CIP |
| 19 | Eureka Rd | Douglas Blvd | Widening | SB: Add 1 lane | West side of Eureka located south of Douglas, and east side of Eureka located north of Douglas |
| 55 | Galleria Blvd | Antelope Creek | Modify; No Widening | EB: Change through lane to left-turn lane | No area beyond that identified in the current CIP |
| 60 | Harding Blvd | Wills Rd | Modify; No Widening | EB: Restriping center lane from left/through lane to left only; restriping right lane from right turn only to right/through lane<br>WB: Restriping from left/through/right lane to left/through and right lanes within existing pavement | No area beyond that identified in the current CIP |

**TABLE 1-4**

**PROPOSED 2020 CIP UPDATE: INTERSECTION MODIFICATIONS (CONTINUED)**

| Intersection Number | North-South Street Name | East-West Street Name | Category | Proposed 2020 CIP Update Modification | Affected Area |
|---|---|---|---|---|---|
| 69 | Fiddyment Rd | Pleasant Grove Blvd | Widening | NB: Add 1 through lane<br>SB: Add 1 through lane | West side of Fiddyment |
| 91 | Roseville Pkwy | Olympus Dr | Widening | EB: Add 1 lane | South side of Olympus located west of Roseville Pkwy |
| 96 | Galleria Blvd | Roseville Pkwy | Modify; No Widening | WB: Convert right turn lane to through lane | No area beyond that identified in the current CIP |
| 97 | Gibson Dr | Roseville Pkwy | Modify; No Widening | SB: Convert 3 lefts and through/right to 2 lefts, left/through and right | No area beyond that identified in the current CIP |
| 100 | Reserve | Roseville Pkwy | Widening | EB: Add 1 through lane<br>WB: Add 1 through lane | South and north sides of Roseville Parkway located east and west of Reserve Drive |
| 104 | West Mall | Roseville Pkwy | Widening | EB: Add 1 through lane<br>WB: Add 1 through lane | South and north sides of Roseville Pkwy located east and west of West Mall |
| 105 | Sierra College Blvd | Eureka Rd | Widening | WB: Add 1 left-turn lane | North side of Eureka located east of Sierra College |
| 110 | South Cirby Way | Old Auburn Rd | Modify; No Widening | WB: Change right-turn only lane to right/left | No area beyond that identified in the current CIP |
| 117 | Sunrise Ave | Cirby Way | Reduction in Width | NB: Remove 1 through lane<br>EB: Remove 1 through lane<br>WB: Remove 1 through lane | Reduced area from that identified in the current CIP |
| 120 | Sunrise Ave | Eureka Rd | Reduction in Width | SB: Remove 1 through lane | Reduced area from that identified in the current CIP |
| 121 | Sunrise Ave | Frances | Modify; No Widening | NB: Change left/through lane to through lane<br>SB: Change right/through lane to through lane | No area beyond that identified in the current CIP |

**TABLE 1-4**

**PROPOSED 2020 CIP UPDATE: INTERSECTION MODIFICATIONS (CONTINUED)**

| Intersection Number | North-South Street Name | East-West Street Name | Category | Proposed 2020 CIP Update Modification | Affected Area |
|---|---|---|---|---|---|
| 124 | Sunrise Ave | Oak Ridge Dr | Modify; No Widening | NB: Change left/through lane to through lane | No area beyond that identified in the current CIP |
| 125 | Sunrise Ave | Roseville Pkwy | Reduction in Width | NB: Remove 1 through lane<br>SB: Remove 1 through lane<br>EB: Remove 1 through lane | Reduced area from that identified in the current CIP |
| 130 | Judah St | Vernon St | Modify; No Widening | NB: Change left/through lane to left only; Change right lane to right/through<br>SB: Change right lane to right/through; Change left/through lane to left only | No area beyond that identified in the current CIP |
| 132 | Washington Blvd | Diamond Oaks Rd | Modify; No Widening | SB: Change right lane to right/through | No area beyond that identified in the current CIP |
| 136 | Washington Blvd | Main St | Modify; No Widening | WB: Change left, through, and right to 2 lefts and through/right | No area beyond that identified in the current CIP |
| 146 | Foothills Blvd | HP Center Entrance | Modify; No Widening | SB: Change right lane to right/through | No area beyond that identified in the current CIP |
| 147 | Highland Park Dr | Fairway Dr | Modify; No Widening | Signal installation | No area beyond that identified in the current CIP |
| 152 | Gibson Dr | New CC | Modify; No Widening | SB: Change right lane to through; change left/through lane to left only | No area beyond that identified in the current CIP |
| 165 | Fiddyment Rd | Westlake | Widening | SB: Add 2 lanes | West side of Fiddyment |
| 167 | Michener | Pleasant Grove Blvd | Modify; No Widening | NB: Change to left only<br>EB: Change right lane to right/through | No area beyond that identified in the current CIP |
| 170 | Woodcreek Oaks Blvd | Northpark Dr | Modify; No Widening | Signal installation<br>WB: Restriping | No area beyond that identified in the current CIP |
| 176 | Gibson Dr | Roseville Pkwy | Modify; No Widening | Signal installation | No area beyond that identified in the current CIP |

**TABLE 1-4**

**PROPOSED 2020 CIP UPDATE: INTERSECTION MODIFICATIONS (CONTINUED)**

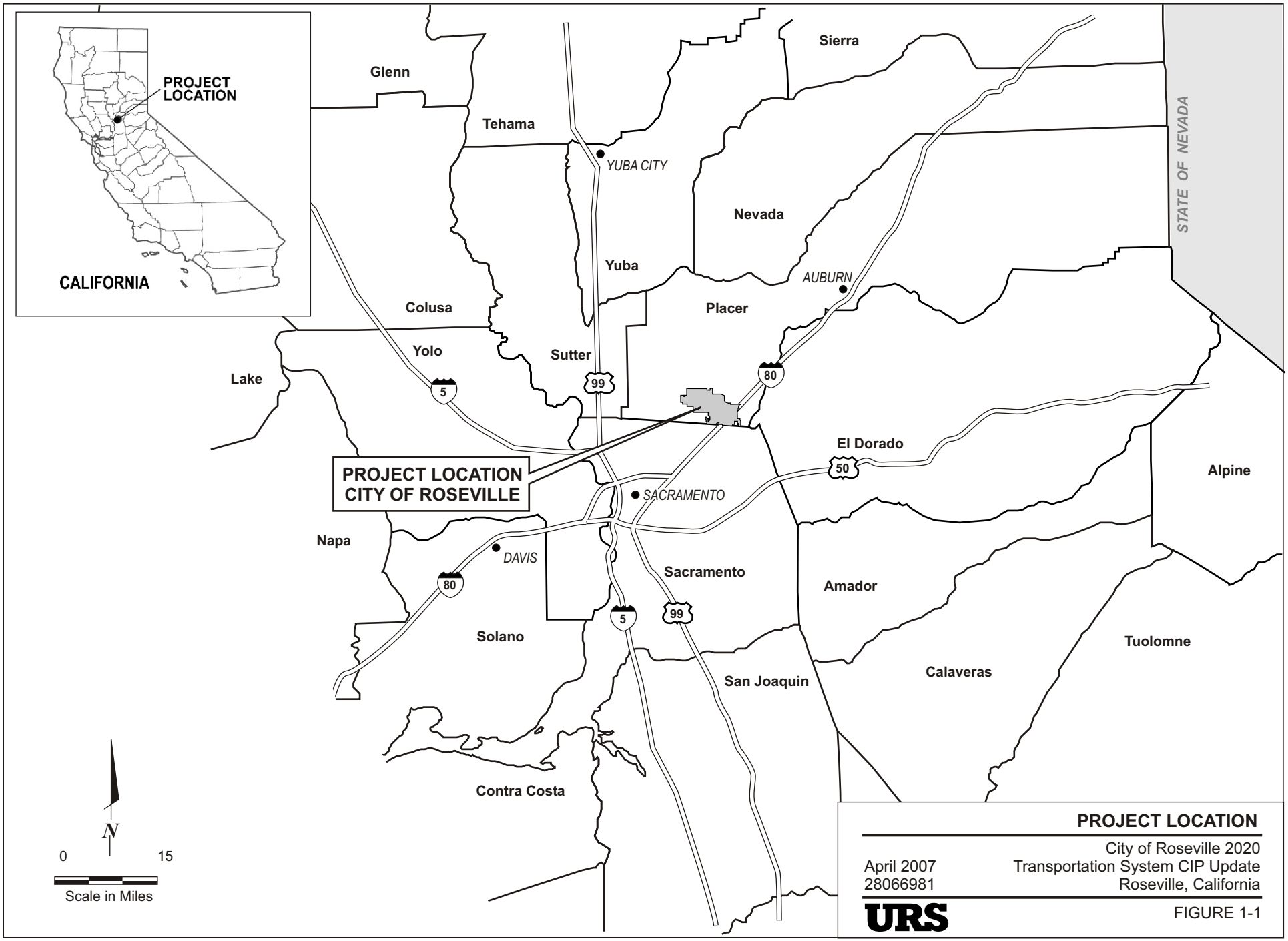
| Intersection Number | North-South Street Name | East-West Street Name | Category | Proposed 2020 CIP Update Modification | Affected Area |
|---|---|---|---|---|---|
| 178 | Washington Blvd | All America | Widening | NB: Add 1 lane<br>EB: Add new right-turn/decel lane | East side of Wash-ington located south of All America |
| 179 | Cottonwood | Cirby Way | Widening | Realign Driveways | South side of Cirby located between two existing drive-ways |

Note:
[1] These modifications are relative to the current CIP geometrics.

**TABLE 1-5**

**PROPOSED 2020 CIP UPDATE: ROADWAY IMPROVEMENTS**

| Roadway Improvement | Current CIP Travel Lanes | Proposed 2020 CIP Update Travel Lanes | Category | Affected Area |
|---|---|---|---|---|
| Cirby Way from River-side Ave to Regency | 5 | 4 | Reduction in Width | Reduced area from that identified in the current CIP |
| Cirby Way from Regency to Sunrise Ave | 6 | 4 | Reduction in Width | Reduced area from that identified in the current CIP |
| Cirby Way from Sunrise Ave to Oakridge Dr | 6 | 4 | Reduction in Width | Reduced area from that identified in the current CIP |
| Fiddyment Rd from Pleasant Grove Blvd to Baseline Rd | 4 | 6 | Widening | West side of Fiddyment between Pleasant Grove and Baseline |
| Roseville Pkwy from Galleria Blvd to West Mall | 6 | 8 | Widening | South side of Roseville Pkwy |
| Roseville Pkwy from West Mall to Gibson Dr | 6 | 7 | Widening | North side of Roseville Pkwy |

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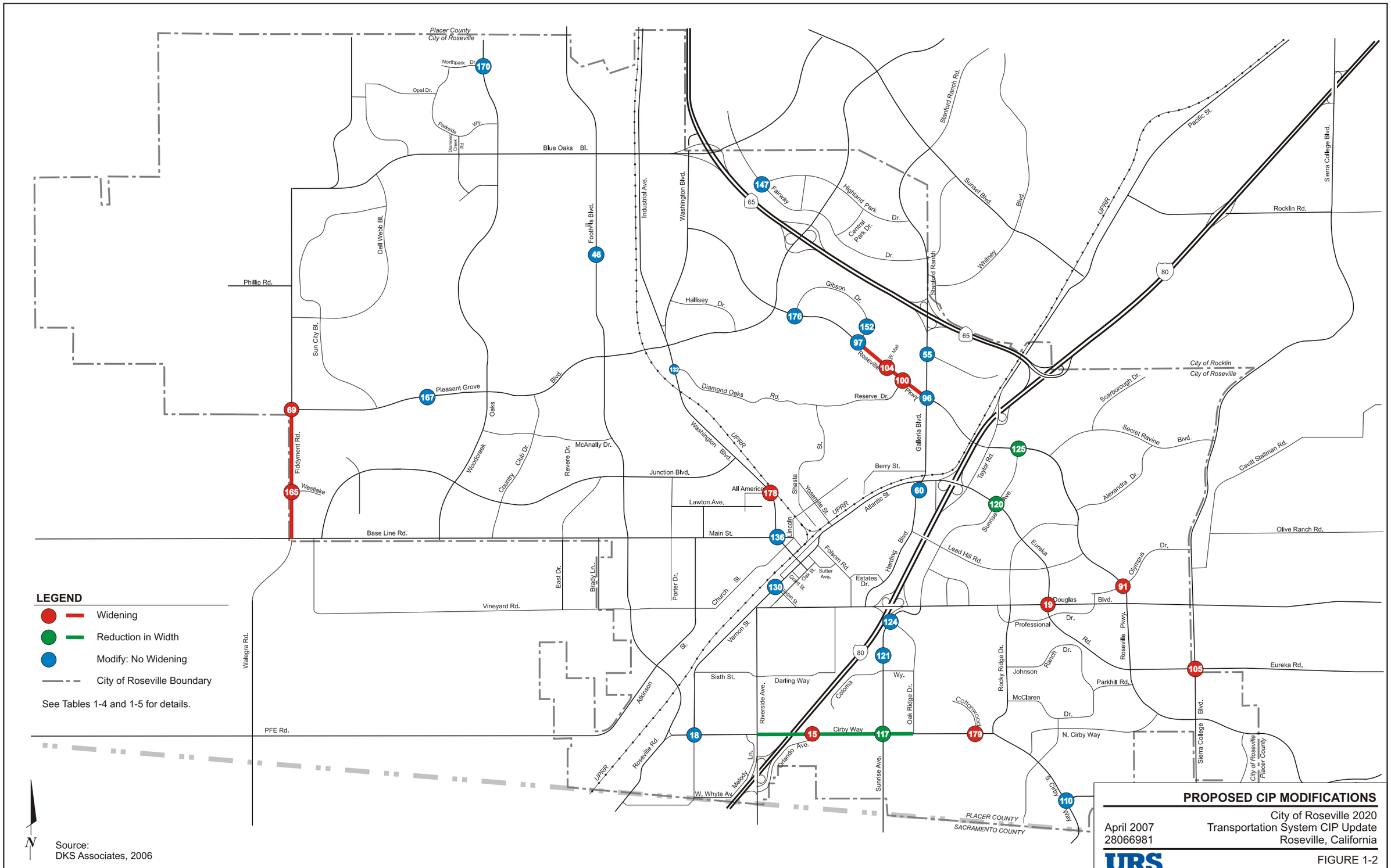


**PROPOSED CIP MODIFICATIONS**

City of Roseville 2020
Transportation System CIP Update
Roseville, California

April 2007
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FIGURE 1-2

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# 2.0 Environmental Impact Report Summary

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## 2.1 ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

### 2.1.1 Effects Found to be Less than Significant

An Initial Study and Environmental Checklist were prepared to evaluate environmental impacts for all resources areas outlined in Appendix G of the CEQA Guidelines. The Initial Study and Environmental Checklist were provided as Appendix C in the Draft Subsequent EIR.

The Initial Study and Environmental Checklist determined that **no impacts** would occur from the proposed project in the following areas:

- Agricultural Resources
- Recreation

The Initial Study and Environmental Checklist also determined that **less than significant impacts** would occur from the proposed project in the following areas:

- Aesthetics
- Geology and Soils
- Mineral Resources
- Population and Housing
- Public Services

No mitigation is required for the resource areas where no impacts or less than significant impacts are expected with implementation of the proposed project.

### 2.1.2 Effects Found to be Potentially Significant

The Initial Study and Environmental Checklist determined that **potentially significant** impacts would occur from the proposed project in the following areas:

- Air Quality
- Biological Resources
- Cultural Resources
- Hazards and Hazardous Materials
- Hydrology and Water Quality

- Land Use and Planning
- Noise
- Transportation and Circulation
- Utilities and Service Systems

Potentially significant impacts related to Hazards and Hazardous Materials, Hydrology and Water Quality, and Utilities and Service Systems would be mitigated to less-than-significant levels with implementation of feasible Mitigation Measures identified in the Initial Study and Environmental Checklist, and as described in **Table 2-1**. The Draft Subsequent EIR addressed impacts related to the remaining resource areas: Transportation and Circulation, Air Quality, Noise, Biological Resources, and Cultural Resources. Potentially significant impacts to Land Use were identified through potential noncompliance with the City's General Plan LOS policy under cumulative conditions only; therefore, this issue was also addressed in the Draft Subsequent EIR.

### 2.1.3 Unavoidable Adverse Effects

Potential significant impacts were identified for the following areas where no feasible mitigation was identified; therefore, these impacts remain **significant and unavoidable**:

Existing Plus Project Conditions

- Increased traffic on City of Roseville roadways
- Increased traffic on state highways
- Increased traffic on Placer County roadways
- Increased traffic on Sacramento County roadways
- Growth-inducing impacts

2020 Plus Project Conditions

- Increased traffic on City of Roseville's roadways
- Increased traffic on state highways
- Increased traffic on Placer County roadways
- Growth-inducing impacts

2025 Cumulative Plus Project Conditions

- Increased traffic on City of Roseville roadways
- Increased traffic on state highways
- Increased air emissions

- Loss of biological resources
- Growth-inducing impacts

### 2.1.4 Summary Table

Information in **Table 2-1** provides a summary of the environmental impacts and Mitigation Measures. The Mitigation Monitoring and Reporting Program in Appendix A provides further details on the Mitigation Measures.

## 2.2 ALTERNATIVES EVALUATED IN THE SUBSEQUENT EIR

The alternatives to the proposed project analyzed in the Draft Subsequent EIR included the following:

- **Alternative 1, No Project/No Action:** assumed that land use forecasts incorporated into the travel demand model are not revised and only the roadway and intersections improvements identified in the current 2020 CIP are constructed.

- **Alternative 2, Cumulative Plus Project Conditions with Placer Parkway and Caltrans Improvements:** incorporated additional development projects outside the City of Roseville identified under cumulative conditions, plus improvements to the state highway system and construction of Placer Parkway into the travel demand model.

The alternatives evaluation concluded that the proposed project would be preferred over Alternative 1 in consideration of long-term environmental impacts regarding Transportation and Circulation as well as Air Quality from Alternative 1, when comparing this scenario to the proposed project. Alternative 2 would be preferred over the proposed project with respect to Transportation and Circulation, Air Quality and Noise impacts, but would have more environmental impacts to Cultural Resources and Biological Resources. However, Alternative 2 incorporates projects outside the control of the City of Roseville, and therefore, the City has no authority to implement or guarantee the implementation timing of these projects.

## 2.3 MITIGATION MONITORING AND REPORTING PROGRAM

A Mitigation Monitoring and Reporting Program (MMRP) has been prepared for the project and is included as Appendix A to this Final Subsequent EIR. The City of Roseville will use the MMRP to track compliance with project mitigation measures. The MMRP will remain available for public review during the compliance period.

**TABLE 2-1**

**FINAL SUBSEQUENT EIR: SUMMARY OF IMPACTS AND MITIGATION MEASURES**

| Impact | Proposed Project Level of Significance Prior to Mitigation | Mitigation Measure | Proposed Project Level of Significance After Mitigation |
|---|---|---|---|
| **Transportation and Circulation** | | | |
| IMPACT 4.1-1: Increased traffic within and outside of Roseville under Existing Plus Project conditions | Significant | None identified | Significant and Unavoidable |
| IMPACT 4.1-2: Increased traffic on City of Roseville roadways under 2020 Plus Project conditions | City's LOS Policy: Less than Significant<br>Intersection LOS Impact: Significant | None identified | City's LOS Policy: Less than Significant<br>Intersection LOS Impact: Significant and Unavoidable |
| IMPACT 4.1-3: Increased traffic on state highways under 2020 Plus Project conditions | Significant | Mitigation Measure 4.1-1: Participate in any regionally adopted fee program providing for improvements to federal and state facilities | Significant and Unavoidable |
| IMPACT 4.1-4: Increased traffic on Placer County roadways under 2020 Plus Project conditions | Significant | Mitigation Measure 4.1-2: Implement Placer County CIP roadway widenings on Baseline Road and Walerga Road | Significant and Unavoidable |
| IMPACT 4.1-5: Increased traffic on Rocklin roadways under 2020 Plus Project conditions | Less than Significant | None required | Less than Significant |

**TABLE 2-1**

**FINAL SUBSEQUENT EIR: SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)**

| Impact | Proposed Project Level of Significance Prior to Mitigation | Mitigation Measure | Proposed Project Level of Significance After Mitigation |
|---|---|---|---|
| IMPACT 4.1-6: Increased traffic on Sacramento County roadways under 2020 Plus Project conditions | Less than Significant | None required | Less than Significant |
| IMPACT 4.1-7: Increased traffic on Sutter County roadways under 2020 Plus Project conditions | Less than Significant | None required | Less than Significant |
| IMPACT 4.1-8: Potential inconsistency with City of Roseville Bicycle Master Plan under 2020 Plus Project conditions | Potentially Significant | Mitigation Measure 4.1-3: Design intersection and roadway improvements to minimize disruption to existing and planned bicycle facilities | Less than Significant |
| IMPACT 4.1-9: Potential inconsistency with the Long-Range Transit Master Plan or the Short-Range Transit Plan | No Impact | None required | No Impact |
| IMPACT 5.2-1: Increased traffic on City of Roseville roadways under 2025 Cumulative Plus Project conditions | Intersection LOS Impact: Significant<br>City's LOS Policy: Significant | Mitigation Measure 5.2-1: Modify intersection geometries at the following 11 specified intersections to address effects from regional growth outside the City of Roseville:<br>a) Yosemite/Atlantic<br>b) Woodcreek Oaks/Blue Oaks<br>c) Oak Ridge/Cirby | Intersection LOS Impact: Significant and Unavoidable<br>City's LOS Policy: Less than Significant |

**TABLE 2-1**

**FINAL SUBSEQUENT EIR: SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)**

| Impact | Proposed Project Level of Significance Prior to Mitigation | Mitigation Measure | Proposed Project Level of Significance After Mitigation |
|---|---|---|---|
| | | d) Foothills/McAnally<br>e) SR 65 NB Off/Pleasant Grove<br>f) Washington/Roseville Pkwy<br>g) Sierra College/Secret Ravine<br>h) South Cirby/Old Auburn<br>i) Sunrise/Lead Hill<br>j) Washington/Junction<br>k) Crocker Ranch/Blue Oaks<br>Mitigation Measure 5.2-2: Modify intersection geometries at the following two specified intersections to address effects from the proposed project:<br>a) Sunrise Ave/Automall Drive<br>b) Gibson Drive West/Roseville Pkwy | |

**TABLE 2-1**

**FINAL SUBSEQUENT EIR: SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)**

| Impact | Proposed Project Level of Significance Prior to Mitigation | Mitigation Measure | Proposed Project Level of Significance After Mitigation |
|---|---|---|---|
| IMPACT 5.2-2: Increased traffic on State Highways under cumulative conditions | Significant | Mitigation Measure 4.1-1: Participate in any regionally adopted fee program providing for improvements to federal and state facilities | Significant and Unavoidable |
| IMPACT 5.2-3: Increased traffic on Placer County roadways under cumulative conditions | Less than Significant | None required | Less than Significant |
| IMPACT 5.2-4: Increased traffic on City of Rocklin roadways under cumulative conditions | Less than Significant | None required | Less than Significant |
| IMPACT 5.2-5: Increased traffic on Sacramento County roadways under cumulative conditions | Less than Significant | None required | Less than Significant |
| IMPACT 5.2-6: Increased traffic on Sutter County roadways under cumulative conditions | Less than Significant | None required | Less than Significant |
| **Air Quality** | | | |
| IMPACT 4.2-1: Construction-related air pollutant emissions | Less than Significant | Mitigation Measure 4.2-1: Implement construction emission control measures | Less than Significant |

**TABLE 2-1**

**FINAL SUBSEQUENT EIR: SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)**

| Impact | Proposed Project Level of Significance Prior to Mitigation | Mitigation Measure | Proposed Project Level of Significance After Mitigation |
|---|---|---|---|
| IMPACT 4.2-2: Operational air pollutant emissions under Existing Plus Project conditions | Less than Significant | None required | Less than Significant |
| IMPACT 4.2-3: Operational air pollutant emissions under 2020 Plus Project conditions | Less than Significant | None required | Less than Significant |
| IMPACT 4.2-4: CO concentration at intersections | Less than Significant | None required | Less than Significant |
| IMPACT 4.2-5: Consistency with Air Quality Attainment Plans | Less than Significant | None required | Less than Significant |
| IMPACT 5.2-7: Construction-related air pollutant emissions under cumulative conditions | Significant | None identified | Significant and unavoidable |
| IMPACT 5.2-8: Operational air pollutant emissions under cumulative conditions | Less than Significant | None required | Less than Significant |
| **Noise** | | | |
| IMPACT 4.3-1: Construction equipment would generate short-term noise level increases at noise-sensitive locations | Potentially Significant | Mitigation Measure 4.3-1: Develop and implement a Construction Noise Abatement Program | Less than Significant |

**TABLE 2-1**

**FINAL SUBSEQUENT EIR: SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)**

| Impact | Proposed Project Level of Significance Prior to Mitigation | Mitigation Measure | Proposed Project Level of Significance After Mitigation |
|---|---|---|---|
| IMPACT 4.3-2: Transportation noise sources in excess of an $L_{dn}$ of 60 dBA under Existing Plus Project conditions | Less than Significant | None required | Less than Significant |
| IMPACT 4.3-3: Transportation noise sources in excess of an $L_{dn}$ of 60 dBA under 2020 Plus Project conditions | Less than Significant | None required | Less than Significant |
| IMPACT 5.2-9: Construction noise cumulative impacts | Potentially Significant | Mitigation Measure 4.3-1: Develop and implement a Construction Noise Abatement Program | Less than Significant |
| IMPACT 5.2-10: Operational noise cumulative impacts | Less than Significant | None required | Less than Significant |
| **Biological Resources** | | | |
| IMPACT 4.4-1: Potential loss of foraging habitat for Swainson's hawk and other legally protected raptors (Intersections 69 and 165; Fiddyment Road from Pleasant Grove Boulevard to Baseline Road) | Potentially Significant | Mitigation Measure 4.4-1: Consult With CDFG and implement appropriate mitigation compensation measures for loss of potential foraging habitat | Less than Significant |

**TABLE 2-1**

**FINAL SUBSEQUENT EIR: SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)**

| Impact | Proposed Project Level of Significance Prior to Mitigation | Mitigation Measure | Proposed Project Level of Significance After Mitigation |
|---|---|---|---|
| IMPACT 4.4-2: Potential disturbance of burrowing owl (Intersections 69 and 165; Fiddyment Road from Pleasant Grove Boulevard to Baseline Road) | Potentially Significant | Mitigation Measure 4.4-2: Conduct preconstruction burrowing owl surveys and implement measures specified by CDFG, where appropriate | Less than Significant |
| IMPACT 4.4-3: Potential disturbance or loss of habitat for vernal pool crustaceans (Intersections 69 and 165; Fiddyment Road from Pleasant Grove Boulevard to Baseline Road) | Potentially Significant | Mitigation Measure 4.4-3: Avoid disturbance of potential habitat for vernal pool crustaceans or implement Mitigation Measures in consultation with USFWS | Less than Significant |
| IMPACT 4.4-4: Potential disturbance or loss of habitat for western spadefoot toad (Intersections 69 and 165; Fiddyment Road from Pleasant Grove Boulevard to Baseline Road) | Potentially Significant | Mitigation Measure 4.4-4: Avoid disturbance of potential breeding habitat for western spadefoot or implement Mitigation Measures in consultation with CDFG | Less than Significant |
| IMPACT 4.4-5: Potential disturbance of nesting raptors (Intersections 15 and 105) | Potentially Significant | Mitigation Measure 4.4-5: Construct outside of nesting season or conduct preconstruction raptor nesting surveys | Less than Significant |

**TABLE 2-1**

**FINAL SUBSEQUENT EIR: SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)**

| Impact | Proposed Project Level of Significance Prior to Mitigation | Mitigation Measure | Proposed Project Level of Significance After Mitigation |
|---|---|---|---|
| IMPACT 4.4-6: Loss of seasonal wetlands and/or creek channels (Intersections 69, 105, 165, and 178; Fiddyment Road from Pleasant Grove Blvd to Baseline Road) | Potentially Significant | Mitigation Measure 4.4-6: Comply with agency permitting requirements and provide for no net loss of wetlands | Less than Significant |
| IMPACT 4.4-7: Potential impacts to Sandford's arrowhead and rose mallow (Intersections 105, 69, 165; Fiddyment Road from Pleasant Grove Boulevard to Baseline Road) | Potentially Significant | Mitigation Measure 4.4-7: Conduct preconstruction rare plant surveys; if required, develop and implement a mitigation plan approved by the CDFG and/or USFWS | Less than Significant |
| IMPACT 4.4-8: Impacts to protected trees (Intersections 15 and 105) | Less than Significant | None Required | Less than Significant |
| IMPACT 5.2-11: Cumulative impacts to biological resources | Significant | Mitigation Measures 4.4-1 through 4.4-7 | Significant and unavoidable |

**TABLE 2-1**

**FINAL SUBSEQUENT EIR: SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)**

| Impact | Proposed Project Level of Significance Prior to Mitigation | Mitigation Measure | Proposed Project Level of Significance After Mitigation |
|---|---|---|---|
| **Cultural Resources** | | | |
| IMPACT 4.5-1: Damage to Previously Unrecorded, Potentially Important Cultural Resources | Potentially Significant | Mitigation Measure 4.5-1: Conduct archaeological pedestrian survey of intersections that have not been subject to previous archaeological survey (Intersections 15, 19, 91, 105, 178, and 179) when final design has been developed | Less than Significant |
| IMPACT 4.5-2: Damage to Previously Unidentified, Potentially Important and/or Unique Archaeological Resources Inadvertently Exposed During Construction | Potentially Significant | Mitigation Measure 4.5-2: Comply with the recommendations of a qualified professional archaeologist if cultural resources are inadvertently exposed during construction | Less than Significant |
| IMPACT 5.2-12: Cumulative impacts to cultural resources | Potentially Significant | Mitigation Measures 4.5-1 and 4.5-2 | Less than Significant |
| **Hazardous Materials** | | | |
| IMPACT VII(d): The project may be located on a site included in a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. | Potentially Significant | Mitigation Measure 1: Prior to initiating ground-disturbing activities, the City shall evaluate areas where widening will occur to evaluate potential for historic or existing hazardous materials. | Less than Significant |

**TABLE 2-1**

**FINAL SUBSEQUENT EIR: SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)**

| Impact | Proposed Project Level of Significance Prior to Mitigation | Mitigation Measure | Proposed Project Level of Significance After Mitigation |
|---|---|---|---|
| IMPACT VIII(c): The project may substantially alter existing drainage patterns. | Potentially Significant | Mitigation Measure 2: The project shall comply with the U.S. Army Corps of Engineers "no net loss" policy and conditions of a Nationwide or Individual Permit authorization as well as other applicable regulations. | Less than Significant |
| **Utilities and Seismic Systems** | | | |
| IMPACT VI: The project may result in new storm water drainage facilities or expansion of existing facilities. | Potentially Significant | Mitigation Measure 3: If modifications to existing drainage facilities are required, the City shall construct these in compliance with the City's ordinances and standards, as well as other applicable regulations. | Less than Significant |

# 3.0 Public Review Process

# 3.0 Public Review Process

A Notice of Preparation (NOP) for the Draft Subsequent EIR was distributed on June 16, 2006 for a 30-day public review period. The purpose of the comment period was to obtain comments on the scope of the Draft Subsequent EIR. The 30-day NOP comment period ended on July 19, 2006. In addition, a Scoping Meeting was held on July 12, 2006. The three comment letters received from the NOP and a summary of the comments received at the Scoping Meeting are presented in Appendix B of this Final EIR. The California Department of Transportation (Caltrans) staff was the only public agency attendee and commenter at the Scoping Meeting. As requested by Caltrans' NOP comment letter, the City held a subsequent meeting with Caltrans staff on August 31, 2006. Caltrans requested that the traffic modeling be conducted with and without projected state highway improvements. Based on Caltrans' comments, the Draft Subsequent EIR included an evaluation of the proposed project impacts on state highways. In addition, the cumulative conditions incorporated Caltrans improvements into the travel demand model to evaluate potential cumulative traffic impacts.

The Draft Subsequent EIR was issued on February 1, 2007 for a 45-day period of public review and comment by agencies and other interested parties and organizations. The public review period for the Draft Subsequent EIR concluded on March 19, 2007. Section 6 below identifies individuals and agencies that were sent either a Notice of Availability or a Draft Subsequent EIR. In addition, the State Clearinghouse distributed the Draft Subsequent EIR to appropriate state agencies. During the public review period, the City received written comment letters, and sought to obtain public comments at a Transportation Commission public hearing held on February 20, 2007. No members of the public provided comments at the public hearing.

This Final Subsequent EIR together with the Draft Subsequent EIR represents the Final EIR for the project required under Section 15132 of the California Environmental Quality Act (CEQA). Section 4 of this Final Subsequent EIR contains copies of all comments received on the Draft Subsequent EIR as well as the City's responses to these comments.

# 4.0 Written Comments and Responses

# 4.0 Written Comments and Responses

The 45-day public comment period for the City of Roseville 2020 Transportation System CIP Update was from February 1, 2007 to March 19, 2007. The attached three letters were received by the City of Roseville during the comment period. The letters from the two following parties confirmed that the identified agencies had no comments:

- Sage Institute Inc. confirmed that Dry Creek Joint Elementary School District had no comments (Comment Letter 1 attached); and

- State Clearinghouse confirmed that no state agencies submitted comments (Comment Letter 3 attached).

No responses are required for the above two letters.

The third comment letter was issued by the California Public Utilities Commission (CPCU) and identified safety factors that should be considered for development projects near rail corridors (Comment Letter 2 attached). The City's response to the CPCU letter follows directly after the comment letter.

**COMMENT LETTER 1**

Sage Institute Inc.

2801 Townsgate Road, Suite 213
Westlake Village, CA 91361
805.497.8557
fax 805.496.4939
sage@sageii.com
www.sageii.com

**Date:** March 2, 2007

**To:** Roseville Public Works Department

**Attn:** Mr. Rob Jensen, Public Works Director/City Engineer

**From:** Dr. Joel Kirschenstein

**Subject:** City of Roseville 2020 Transportation System Capital Improvements Program
Dry Creek Joint Elementary School District Response

**Review/Comment:** Sage Institute Inc. (SII) is the District Consultant for Dry Creek Joint Elementary School District (District). On behalf of the District, SII confirms that the District has no comment regarding City of Roseville 2020 Transportation System Capital Improvements Program.

**Contact:** Comments on the draft may be directed to: Dr. Joel Kirschenstein, President, SII, 2801 Townsgate Road, Suite 213, Westlake, CA 91361 (805) 497-8557

Cc: Mark Geyer, District Superintendent

STATE OF CALIFORNIA — Arnold Schwarzenegger, *Governor*

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



March 14, 2007

Rob Jensen
City of Roseville
311 Vernon Street
Roseville, CA 95678

RE: City of Roseville 2020 Transportation Systems Capitol Improvements Program, SCH# 2006062086

Dear Mr. Jensen:

As the state agency responsible for rail safety within California, we recommend that any development projects planned adjacent to or near the rail corridor in the City be planned with the safety of the rail corridor in mind. New developments may increase traffic volumes not only on streets and at intersections, but also at at-grade highway-rail crossings. This includes considering pedestrian circulation patterns/destinations with respect to railroad right-of-way.

Safety factors to consider include, but are not limited to, the planning for grade separations for major thoroughfares, improvements to existing at-grade highway-rail crossings due to increase in traffic volumes and appropriate fencing to limit the access of trespassers onto the railroad right-of-way. Any project that includes a modification to an exiting crossing or proposes a new crossing is legally required to obtain authority to construct from the Commission. If the project includes a proposed new crossing, the Commission will be a responsible party under CEQA and the impacts of the crossing must be discussed within the environmental documents.

The above-mentioned safety improvements should be considered when approval is sought for the new development. Working with Commission staff early in the conceptual design phase will help improve the safety to motorists and pedestrians in the City.

If you have any questions in this matter, please call me at (415) 703-2795.

Very truly yours,

Kevin Boles
Environmental Specialist
Rail Crossings Engineering Section
Consumer Protection and Safety Division

cc: Terrel Anderson, Union Pacific Railroad

**Response to Comment Letter 2**

Comment noted. None of the CIP improvements will affect railroad rights of way. No modifications to existing crossings or new crossing are proposed. In addition, the proposed project is not expected to increase traffic volumes on at-grade rail crossings or affect pedestrian circulation patterns with respect to the railroad rights of way.

**COMMENT LETTER 3**

STATE OF CALIFORNIA

Governor's Office of Planning and Research

State Clearinghouse and Planning Unit

Arnold Schwarzenegger
Governor

Cynthia Bryant
Director

March 20, 2007

RECEIVED
MAR 2 2 2007
DEPT. OF PUBLIC WORKS
CITY OF ROSEVILLE

Rob Jensen
City of Roseville
311 Vernon Street
Roseville, CA 95678

Subject: City of Roseville 2020 Transportation System Capital Improvements Program
SCH#: 2006062086

Dear Rob Jensen:

The State Clearinghouse submitted the above named Subsequent EIR to selected state agencies for review. The review period closed on March 19, 2007, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Terry Roberts

Terry Roberts
Director, State Clearinghouse

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
TEL (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

# Document Details Report
# State Clearinghouse Data Base

**SCH#** 2006062086
**Project Title** City of Roseville 2020 Transportation System Capital Improvements Program
**Lead Agency** Roseville, City of

**Type** **SBE** Subsequent EIR

**Description** Since the Supplemental EIR for the 2020 CIP was published, the City of Roseville has determined that a Subsequent EIR should be prepared to update the current 2020 CIP. The 2020 CIP Update estimates traffic volumes and LOS under revised citywide buildout conditions using an updated traffic model. The purpose of updating the 2020 CIP include: (1) identifying intersection and roadway improvements not identified in the current CIP; 2) re-evaluating the need and feasibility of roadway and intersection improvements identified in the current CIP; (3) re-evaluating intersection level of service based on new 2020 development levels and modification to the current CIP; and (4) evaluating consistency of the proposed 2020 CIP Update with General Plan policies.

## Lead Agency Contact

**Name** Rob Jensen
**Agency** City of Roseville
**Phone** (916) 774-5331 **Fax**
**email**
**Address** 311 Vernon Street
**City** Roseville **State** CA **Zip** 95678

## Project Location

**County** Placer
**City** Roseville
**Region**
**Cross Streets** Various
**Parcel No.**
**Township** **Range** **Section** **Base**

## Proximity to:

**Highways** I-80 and SR-65
**Airports**
**Railways**
**Waterways**
**Schools**
**Land Use** Various

**Project Issues** Air Quality; Archaeologic-Historic; Biological Resources; Cumulative Effects; Growth Inducing; Noise; Traffic/Circulation

**Reviewing Agencies** Resources Agency; Regional Water Quality Control Bd., Region 5 (Sacramento); Department of Parks and Recreation; Native American Heritage Commission; Office of Historic Preservation; Department of Health Services; Department of Forestry and Fire Protection; Department of Fish and Game, Region 2; Department of Water Resources; California Highway Patrol; Caltrans, District 3; Air Resources Board, Transportation Projects; Department of Toxic Substances Control; Department of Conservation

**Date Received** 02/01/2007 **Start of Review** 02/01/2007 **End of Review** 03/19/2007

Note: Blanks in data fields result from insufficient information provided by lead agency.

# 5.0 Errata

# 5.0 Errata

Subsequent to the issuance of the Draft Subsequent EIR on February 1, 2007, it was discovered that daily vehicle trip generation volumes within the City of Roseville under 2020 No Project and 2020 Plus Project conditions were transposed on two tables in the Draft Subsequent EIR.

Table 3-2 (on page 3-4) and Table 4.1-10 (on page 4.1-28) in the Draft Subsequent EIR incorrectly indicated that trip generation within the City of Roseville increases by 10,300 trips (0.7 percent) under 2020 Plus Project conditions when compared to 2020 No Project conditions. However, the travel demand model actually demonstrated that trip generation would decrease by 10,200 trips (-0.7 percent) under 2020 Plus Project conditions when compared to 2020 No Project conditions.

An Errata was sent to the State Clearinghouse as well as those identified on the City's distribution list. The Errata is provided in Appendix C of this Final Subsequent EIR.

Upon finalizing the Subsequent EIR for the project, it was then noted that differences in trips between the 2020 No Project conditions and 2020 Plus Project conditions listed in the Errata table were incorrectly calculated. The table below correctly depicts differences in daily vehicle trips between the 2020 No Project conditions and the 2020 Plus Project conditions. This table serves to replace Tables 3-2 and Table 4.1-10 of the Draft Subsequent EIR as well as the table provided in the Errata. The previous errors were isolated to these three tables and did not affect any of the impact evaluations, level of service calculations, levels of significance, or Mitigation Measures identified in the Draft Subsequent EIR.

**TABLES 3-2 AND 4.1-10 (REVISION 2)**

**DAILY VEHICLE TRIPS GENERATED IN THE CITY OF ROSEVILLE USING MAJOR ROADWAY NETWORK: CURRENT 2020 CIP AND PROPOSED 2020 CIP UPDATE**

| Plan Area | Current 2020 CIP (No Project) | 2020 CIP Update (Proposed Project) | Difference | |
|---|---|---|---|---|
| | | | Trips | Percent |
| Del Webb SP | 15,500 | 16,100 | 600 | 3.9 |
| Highland Reserve North SP | 70,800 | 65,800 | -5,000 | -7.1 |
| Infill Area | 422,100 | 413,900 | -8,200 | -1.9 |
| North Central Roseville SP | 254,100 | 237,700 | -16,400 | -6.5 |
| Northeast Roseville SP | 180,400 | 192,200 | 11,800 | 6.5 |
| North Industrial Area | 155,100 | 181,900 | 26,800 | 17.3 |
| North Roseville SP | 61,800 | 64,500 | 2,700 | 4.4 |
| Northwest Roseville SP | 124,300 | 107,600 | -16,700 | -13.4 |
| Southeast Roseville SP | 71,600 | 65,900 | -5,700 | -8.0 |
| Stoneridge SP | 37,200 | 37,700 | 500 | 1.3 |
| West Roseville SP | 101,000 | 100,400 | -600 | -0.6 |
| **Total Citywide** | **1,493,900** | **1,483,700** | **-10,200** | **-0.7** |

Note:

Based on daily volumes on model "centroid" connectors, rounded to the nearest 100
SP = specific plan

SOURCE: DKS Associates, 2007

# 6.0 Distribution List

# 6.0 Distribution List

The Draft and Final Subsequent EIRs were sent to the following organizations and individuals. (D/F) denotes a copy of the Draft and Final EIRs, (N) denotes a Notice of Availability of the Draft and Final EIRs. As noted, both the Draft and Final EIRs were submitted to the State Clearinghouse. The State Clearinghouse then distributed the documents to additional state agencies.

City of Rocklin (D/F)
Terry Richardson
3970 Rocklin Road
Rocklin, CA 95677

Placer County (D/F)
Rick Dondro
11444 B Avenue
Auburn, CA 95603

Placer County Flood Control and Water Conservation District (N)
Brian Keating
11444 B Avenue
Auburn, CA 95603

Roseville City School District (N)
Mark Schrader
1000 Darling Way
Roseville, CA 95678

Eureka Union School District (N)
5477 Eureka Road
Roseville, CA 95661

City of Lincoln (D/F)
Rodney Campbell
640 Fifth Street
Lincoln, CA 95648

Sacramento County Municipal Services (N)
906 G Street, # 510
Sacramento, CA 95814

Placer County Transportation Planning Agency (N)
Celia McAdam
249 Nevada Street
Auburn, CA 95603

RCONA (N)
124 Main Street
Roseville, CA 95678

California Public Utilities Commission (D/F)
Kevin Boles, Utilities Engineer
Rail Crossings Engineering Section
Consumer Protection and Safety Division
505 Van Ness Avenue
San Francisco, CA 94102-3298

Roseville Joint Union High School District (N)
Denny Jones
1750 Cirby Way
Roseville, CA 95661

Sacramento Area Council of Governments
3000 S Street, Ste. 300
Sacramento, CA 95816

Placer County Planning Department (N)
Michael Johnson, Director
3091 County Center Drive
Auburn, CA 95603

Sage Institute (N)
2801 Townsgate Road
Westlake Village, CA 91361

Town of Loomis (N)
6140 Horseshoe Bar Road, Suite K
Loomis, CA 95650

CA State Clearinghouse (D/F)
PO Box 3044
Sacramento, CA 95812-3044

Placer County APCD (D/F)
3091 County Center Drive, Suite 240
Auburn, CA 95603

Sacramento Area Flood Control Agency (N)
Tim Washburn
1007 7th Street, Fifth Floor
Sacramento, CA 95814

California Department of Fish and Game (D/F)
Environmental Services
1701 Nimbus Road, Suite A
Rancho Cordova, CA 95670

United Auburn Indian Community of the Auburn Rancheria (D/F)
Greg Baker Tribal Administrator
575 Menlo Drive, Suite 2
Rocklin, CA 95765

Rail Crossings Engineering Section
Consumer Protection and Safety Division (D/F)
Kevin Boles, Utilities Engineer
505 Van Ness Avenue
San Francisco, CA 94102-3298

Office of Transportation Planning – East
Caltrans District 3 – Sacramento Area Office (D/F)
Marlo Tinney, Chief
Venture Oaks –MS 15
P.O. Box 911
Marysville, CA 95901

# Appendices

# Appendix A
# Mitigation Monitoring and Reporting Program

# Appendix A

# Mitigation Monitoring and Reporting Program

## REGULATORY BACKGROUND

This Mitigation Monitoring and Reporting Program (MMRP) has been prepared to comply with Section 21081.6(a)(1) of the Public Resources Code, which requires the following:

> "The public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation."

This MMRP is intended to ensure the effective implementation of Mitigation Measures that are within the authority of the City of Roseville to implement (including monitoring where identified) throughout all phases of development and operation of the proposed project.

## PROGRAM IMPLEMENTATION

The MMRP checklist in Table A-1 lists all Mitigation Measures identified in the Initial Study and Draft Subsequent EIR for the proposed project. In general, monitoring becomes effective at the time the action is taken on the project. Timing of monitoring is organized as follows:

- Prior to Construction: The monitoring activity consists of insuring that a particular mitigation action has taken place prior to the beginning of any construction or grading activities, sometimes at the plan check stage.
- During Construction: The monitoring activity consists of active monitoring while grading or construction is occurring on the project site.
- Prior to Operation: The monitoring activity consists of active monitoring after initial site grading and facility construction has occurred, but prior to the initiation of project operations.
- Ongoing: The monitoring activity consists of monitoring after the grading and construction phase of the project has been completed, and relates to ongoing operation of the project.

The Mitigation Measures in Table A-1 are numbered as they were described in the Initial Study and Chapters 4 and 5 of the Draft Subsequent EIR.

City of Roseville staff will be responsible for implementing or ensuring that the mitigation actions listed in the MMRP are undertaken for this project, to the extent such Mitigation Measures apply to project within the City of Roseville. Implementation includes ensuring that any required actions are included in bid documents and contracts as part of the design/build process for the project, and ensuring that the design/build contractors include specified mitigation activities in plans and specifications for construction. City of Roseville staff responsibility includes designation of certain mitigation responsibility to, and continued oversight of, the design/build contractors and consultants.

**TABLE A-1**

**MITIGATION MONITORING AND REPORTING PROGRAM CHECKLIST FOR THE PROPOSED PROJECT**

| Mitigation Measure/Compliance Standard | Implementing Responsibility | Monitoring Responsibility for Implementing Measure | Timing | Verification of Compliance (Initials/Date) |
|---|---|---|---|---|
| **Transportation and Circulation** | | | | |
| Mitigation Measure 4.1-1: Participate in any regionally adopted fee program providing for improvements to federal and state facilities | City of Roseville | Public Works Department | Ongoing | |
| Mitigation Measure 4.1-2: Implement Placer County CIP roadway widenings on Baseline Road and Walerga Road | Placer County | Public Works Department | Prior to Construction | |
| Mitigation Measure 4.1-3: Design intersection and roadway improvements to minimize disruption to existing and planned bicycle facilities | City of Roseville | Public Works Department or its Contractor | Prior to Construction | |
| Mitigation Measure 5.2-1: Modify intersection geometries at the following eleven specified intersections to address effects from regional growth outside the City of Roseville:<br>a) Yosemite/Atlantic<br>b) Woodcreek Oaks/Blue Oaks<br>c) Oak Ridge/Cirby<br>d) Foothills/McAnally<br>e) SR 65 NB Off/Pleasant Grove<br>f) Washington/Roseville Pkwy<br>g) Sierra College/Secret Ravine<br>h) South Cirby/Old Auburn<br>i) Sunrise/Lead Hill | City of Roseville | Public Works Department | Prior to Construction | |

**TABLE A-1**

**MITIGATION MONITORING AND REPORTING PROGRAM CHECKLIST FOR THE PROPOSED PROJECT**

| Mitigation Measure/Compliance Standard | Implementing Responsibility | Monitoring Responsibility for Implementing Measure | Timing | Verification of Compliance (Initials/Date) |
|---|---|---|---|---|
| j) Washington/Junction<br>k) Crocker Ranch/Blue Oaks<br>These improvements are further detailed in **Table A-2** in the Attachment to this Appendix. | | | | |
| Mitigation Measure 5.2-2: Modify intersection geometries at the following two specified intersections to address effects from the proposed project:<br>a) Sunrise Ave/Automall Drive<br>b) Gibson Drive West/Roseville Pkwy<br>These improvements are further detailed in **Table A-3** in the Attachment to this Appendix. | City of Roseville | Public Works Department | Prior to Construction | |
| **Air Quality** | | | | |
| Mitigation Measure 4.2-1: Implement construction emission control measures | City of Roseville | Public Works Department or its Contractor | Prior to and During Construction | |
| **Noise** | | | | |
| Mitigation Measure 4.3-1: Develop and implement a Construction Noise Abatement Program | City of Roseville | Public Works Department or its Contractor | Prior to and During Construction | |

**TABLE A-1**

**MITIGATION MONITORING AND REPORTING PROGRAM CHECKLIST FOR THE PROPOSED PROJECT**

| Mitigation Measure/Compliance Standard | Implementing Responsibility | Monitoring Responsibility for Implementing Measure | Timing | Verification of Compliance (Initials/Date) |
|---|---|---|---|---|
| **Biological Resources** | | | | |
| Mitigation Measure 4.4-1: Consult With CDFG and implement appropriate mitigation compensation measures for loss of potential foraging habitat | City of Roseville | Public Works Department | Prior to Construction | |
| Mitigation Measure 4.4-2: Conduct preconstruction burrowing owl surveys and implement measures specified by CDFG, where appropriate | City of Roseville | Public Works Department | Prior to Construction | |
| Mitigation Measure 4.4-3: Avoid disturbance of potential habitat for vernal pool crustaceans or implement Mitigation Measures in consultation with USFWS | City of Roseville | Public Works Department | Prior to Construction | |
| Mitigation Measure 4.4-4: Avoid disturbance of potential breeding habitat for western spadefoot or implement Mitigation Measures in consultation with CDFG | City of Roseville | Public Works Department | Prior to Construction | |
| Mitigation Measure 4.4-5: Construct outside of nesting season or conduct preconstruction raptor nesting surveys | City of Roseville | Public Works Department | Prior to Construction | |
| Mitigation Measure 4.4-6: Comply with agency permitting requirements and provide for no net loss of wetlands | City of Roseville | Public Works Department | Prior to Construction | |

**TABLE A-1**

**MITIGATION MONITORING AND REPORTING PROGRAM CHECKLIST FOR THE PROPOSED PROJECT**

| Mitigation Measure/Compliance Standard | Implementing Responsibility | Monitoring Responsibility for Implementing Measure | Timing | Verification of Compliance (Initials/Date) |
|---|---|---|---|---|
| Mitigation Measure 4.4-7: Conduct preconstruction rare plant surveys; if required, develop and implement a mitigation plan approved by the CDFG and/or USFWS | City of Roseville | Public Works Department | Prior to Construction | |
| **Cultural Resources** | | | | |
| Mitigation Measure 4.5-1: Conduct archaeological pedestrian survey of intersections that have not been subject to previous archaeological survey (Intersections 15, 19, 91, 105, 178, and 179) when final design has been developed | City of Roseville | Public Works Department | Prior to Construction | |
| Mitigation Measure 4.5-2: Comply with the recommendations of a qualified professional archaeologist if cultural resources are inadvertently exposed during construction | City of Roseville | Public Works Department | During Construction | |
| **Hazards and Hazardous Materials** | | | | |
| Mitigation Measure 1: Prior to initiating ground-disturbing activities, the City shall evaluate areas where widening will occur to evaluate the potential for historical or existing hazardous materials. | City of Roseville | Public Works Department | Prior to Construction | |

**TABLE A-1**

**MITIGATION MONITORING AND REPORTING PROGRAM CHECKLIST FOR THE PROPOSED PROJECT**

| Mitigation Measure/Compliance Standard | Implementing Responsibility | Monitoring Responsibility for Implementing Measure | Timing | Verification of Compliance (Initials/Date) |
|---|---|---|---|---|
| **Hydrology and Water Quality** | | | | |
| Mitigation Measure 2: The project shall comply with the U.S. Army Corps of Engineers "no net loss" policy and the conditions of a Nationwide or Individual Permit authorization by the U.S. Army Corps of Engineers. | City of Roseville | Public Works Department | Prior to and During Construction | |
| **Utilities and Service Systems** | | | | |
| Mitigation Measure 3: If the results of the drainage report conclude that modifications are required to existing drainage facilities located downstream of specific intersection improvements, the City shall design and construct these modifications in accordance with the City's Noise Ordinance, Flood Damage Prevention Ordinance, Construction Standards, Improvement Standards, and Tree Ordinance, all of which include standards and policies that are uniformly applied to development projects throughout the City. | City of Roseville | Public Works Department | Prior to Construction | |

# ATTACHMENT

## TRANSPORTATION AND CIRCULATION

### Mitigation Measure 4.1-1: Participate in a fee program

The City shall participate in any regionally adopted fee program providing for improvements to federal and state facilities.

### Mitigation Measure 4.1-2: Implement Placer County CIP roadway widenings

The Placer County CIP includes additional travel lanes for all three of these roadway segments. The additional lanes specified in the County's CIP are as follows:

- Baseline Road west of Roseville city limit: widen from 2 lanes to 6 lanes
- Walerga Road south of Baseline: widen from 2 lanes to 4 lanes
- Eureka Road east of Roseville city limit: widen from 2 to 4 lanes

One of these improvements is incorporated into the proposed project since the intersection falls within the City (Intersection 105 widening at Eureka Road and Sierra College Blvd). The implementation of the two additional roadway improvements would reduce Impact 4.1-4 to less than significant; however, since these roadways are not within the City of Roseville, the City has no authority to implement or guarantee the implementation timing of these improvements.

### Mitigation Measure 4.1-3: Design improvements to minimize disruption to bicycle facilities

The City shall design intersection and roadway improvements to minimize disruption to existing and planned bicycle facilities. At the time roadway improvements are proposed, the City may secure adequate right-of-way to maintain the bicycle lanes. If, however, existing constraints or unusual circumstances dictate removal of bike lanes, the City will, to the extent practicable, provide signage, alternative routes, or a combination of such measures to ensure that bicycle access is accommodated to the extent possible.

### Mitigation Measure 5.2-1: Modify intersection geometries at the following 11 intersections to address effects from regional growth outside the City of Roseville:

a) Yosemite/Atlantic
b) Woodcreek Oaks/Blue Oaks
c) Oak Ridge/Cirby
d) Foothills/McAnally
e) SR 65 NB Off/Pleasant Grove
f) Washington/Roseville Pkwy
g) Sierra College/Secret Ravine
h) South Cirby/Old Auburn
i) Sunrise/Lead Hill
j) Washington/Junction
k) Crocker Ranch/Blue Oaks

**Table A-2** identifies the specific modifications to be implemented.

**TABLE A-2**

**CITY OF ROSEVILLE INTERSECTIONS MODIFICATIONS IDENTIFIED BY CITY (MITIGATION MEASURE 5.2-1): 2025 CUMULATIVE NO PROJECT CONDITIONS**

| ID | North/South Street | East/West Street | Modification | LOS Before Modification | | LOS After Modification | |
|---|---|---|---|---|---|---|---|
| | | | | LOS | V/C | LOS | V/C |
| 3 | Yosemite St | Atlantic St | Restripe southbound to have left and shared left/right lanes | **D** | 0.87 | **D** | 0.84 |
| 10 | Woodcreek Oaks Blvd | Blue Oaks Blvd | Add 4th westbound through lane | **E** | 0.91 | C | 0.78 |
| 14 | Oak Ridge Dr | Cirby Way | Restripe to provide left and shared through/ right on northbound and southbound approaches | **D** | 0.86 | C | 0.77 |
| 49 | Foothills Blvd | McAnally | Add right turn pocket to southbound approach | **D** | 0.86 | **D** | 0.83 |
| 71 | SR 65 NB Off | Pleasant Grove Blvd | Provide northbound off-ramp triple left | **D** | 0.87 | C | 0.79 |
| 103 | Washington Blvd | Roseville Pkwy | Provide third east-bound through lane | **D** | 0.89 | C | 0.79 |
| 109 | Sierra College Blvd | Secret Ravine Pkwy | Provide dual north-bound left turn lanes | **D** | 0.84 | C | 0.78 |
| 110 | South Cirby Way | Old Auburn Rd | Provide dual south-bound left turn lanes | **E** | 0.91 | C | 0.73 |
| 123 | Sunrise Ave | Lead Hill Blvd | Provide dual eastbound and westbound left turn lanes | **D** | 0.82 | C | 0.75 |
| 135 | Washington Blvd | Junction Blvd | Provide third south-bound through lane | **D** | 0.86 | C | 0.73 |
| 169 | Crocker Ranch | Blue Oaks Blvd | Re-stripe southbound as left and left/right | **D** | 0.83 | C | 0.77 |

Note: **Bold** and shaded text indicates LOS D or worse
LOS = level of service; V/C = volume to capacity ratio
SOURCE: DKS Associates, 2006

**Mitigation Measure 5.2-2: Modify intersection geometries at Intersection 116 (Sunrise Ave/Automall Drive) and Intersection 176 (Gibson Drive West/Roseville Parkway)**

The City has identified feasible mitigation measures at two of the affected intersections to address effects of the proposed project, as indicated in **Table A-3** below:

**TABLE A-3**

**CITY OF ROSEVILLE INTERSECTION MODIFICATIONS (MITIGATION MEASURE 5.2-2): 2025 CUMULATIVE PLUS PROJECT**

| ID | North/ South Street | East/West Street | Modifications | LOS Before Modification | | LOS After Modification | |
|---|---|---|---|---|---|---|---|
| | | | | LOS | V/C | LOS | V/C |
| 116 | Sunrise Ave | Automall Dr | Reconfigure westbound approach to have left-, left/through-, and right-turn lanes | **D** | 0.82 | C | 0.71 |
| 176 | Gibson Dr West | Roseville Pkwy | Provide dual eastbound left-turn lanes | **D** | 0.82 | C | 0.71 |

Note: **Bold** and shaded text indicates LOS D or worse
LOS = level of service; V/C = volume to capacity ratio
SOURCE: DKS Associates, 2006

## AIR QUALITY

**Mitigation Measure 4.2-1: Implement Construction Emissions Control Measures**

Construction emissions associated with the proposed project would not exceed the PCAPCD's significance thresholds and Mitigation Measures are not required. However, the implementation of feasible and applicable control measures listed below would further reduce construction emissions:

- Minimize idling time to 10 minutes for all diesel-powered equipment.
- Apply water to control dust as needed to prevent dust impacts offsite. Operational water truck(s) shall be onsite, as required, to control fugitive dust. Construction vehicles leaving the site shall be cleaned to prevent dust, silt, mud, and dirt from being released or tracked offsite.
- Spread soil binders on unpaved roads and employee/equipment parking areas and wet broom or wash streets if silt is carried over to adjacent public thoroughfares.
- Install wheel washers or wash all trucks and equipment leaving the site.

- Develop a traffic plan to minimize traffic flow interference from construction activities. The plan may include advance public notice of routing, use of public transportation, and satellite parking areas with a shuttle service.

**NOISE**

**Mitigation Measure 4.3-1: Develop and implement a Construction Noise Abatement Program**

Prior to construction plan approval for each improvement, develop and implement a Construction Noise Abatement Program. The plan shall require that:

- All construction vehicles or equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers;

- Stockpiling and/or vehicle staging areas shall be identified on the improvement plans and shall be located as far as is practical from existing occupied dwellings;

Specific noise control measures shall be identified that would reduce the hourly noise level of construction activity to 70 dBA or lower where feasible as determined by the Public Works Director during hours of use for schools and churches, and at hospitals. Those potential sensitive receptors located within 500 feet of proposed construction are as follows.

- One school at Intersection 178 (Washington Boulevard/All America).

- Two schools at Intersection 179 (Cottonwood Drive/Cirby Way).

- One hospital facility (under construction) with surgical procedures that are potentially noise sensitive at Intersection 19 (Eureka Road/Douglas Boulevard).

- A church, the "Light of the Gospel," at Intersection 15 (Orlando Avenue/Cirby Way).

Specific noise control measures shall be identified that would reduce the hourly average noise level of construction activity to 70 dBA, $L_{eq}$ or lower at other noise-sensitive receptors where feasible. The construction contractor shall consider implementation of the following measures in the construction noise control plan:

1. Select equipment capable of performing the necessary tasks with the lowest feasible noise-emission level and the lowest feasible height for the acoustic center of noise emissions.

2. Noise barriers may be required to block the line of sight from noise sources to noise-sensitive receivers of concern or to further reduce noise levels beyond that provided by line-of-sight breaks afforded by topographical features. The noise barriers could be constructed using either plywood sheets or other solid material that provide sufficient mass per unit surface area (perhaps approaching 4 pounds per square foot) and have minimal openings between the top of barrier and ground surface (perhaps as little as 1 percent). Noise barriers of a given height are generally most effective when placed as close to either the source or receiver as possible, and perhaps at two such separate locations. The least desirable location is generally at a middle distance between sources and receptors. The plan should identify the

proper height, location, and effectiveness of a noise barrier in terms of the expected hourly average noise level due to construction activity at noise-sensitive receivers of concern, with the objective of reducing construction activity noise that contributes to an hourly average of 70 dBA or less.

3. Disseminate essential information to residences and implement a complaint/ response tracking system. The construction contractor shall notify residents within 500 feet of the construction areas of the construction schedule in writing before construction begins. The construction contractor will designate a noise disturbance coordinator who will be responsible for responding to complaints regarding construction noise. The coordinator will determine the cause of the complaint and will ensure reasonable measures are implemented to correct the problem when feasible. A contact telephone number for the noise disturbance coordinator will be conspicuously posted on construction site fences and will be included in the written notification of the construction schedule sent to nearby residents.

## BIOLOGICAL RESOURCES

### Mitigation Measure 4.4-1: Consult with CDFG and implement appropriate mitigation compensation measures for loss of potential foraging habitat

Prior to project initiation, the CDFG shall be contacted to determine if mitigation for the loss of annual grassland and potential foraging habitat for Swainson's hawk will be required. Implementation of any measures required by CDFG to compensate for the loss of potential foraging habitat will reduce the impact to a less-than-significant level.

### Mitigation Measure 4.4-2: Conduct preconstruction burrowing owl surveys and implement measures specified by CDFG, where appropriate

To ensure that direct disturbance of burrowing owls in annual grassland of the study area is avoided, a preconstruction survey will be conducted to determine presence/absence of the species. The survey will be conducted by a qualified biologist within 30 days of proposed ground-disturbing activities. Results of the survey will be submitted to the County and the CDFG. If burrowing owls are found onsite or evidence of their occurrence is observed during the survey, the CDFG will be immediately contacted to determine appropriate avoidance and mitigation measures. Implementation of preconstruction survey and measures specified by CDFG, as necessary, will reduce the impact to a less-than-significant level.

### Mitigation Measure 4.4-3: Avoid disturbance of potential habitat for vernal pool crustaceans or implement mitigation measures in consultation with USFWS

To avoid potential take of federally listed species, including vernal pool tadpole shrimp and vernal pool fairy shrimp, disturbance of the seasonal wetland and swale within the study area will be avoided to the extent feasible. Impacts to federally listed species or their habitats would likely require a permit from the USFWS. In the event that potential habitat within the study area cannot be avoided, the USFWS will be contacted to determine survey responsibilities (to determine presence/absence of a species) and pertinent permitting and mitigation requirements, as necessary. Implementation of measures specified by the 404 permit, secured prior to construction, would

mitigate the loss of potential habitat for vernal pool crustaceans and will reduce the impact to a less-than-significant level.

**Mitigation Measure 4.4-4: Avoid disturbance of potential habitat for western spadefoot, or implement mitigation measures in consultation with CDFG**

To avoid potential loss of breeding habitat for western spadefoot, disturbance of the seasonal wetland and swale within the study area will be avoided to the extent feasible. CDFG will be contacted prior to project implementation to determine appropriate survey measures (to determine species presence/absence) and/or mitigation requirements for loss of habitat for western spadefoot. Implementation of measures in consultation with CDFG for mitigating the loss of potential habitat will reduce the impact to a less-than-significant level.

**Mitigation Measure 4.4-5: Construct outside of nesting season or conduct pre-construction raptor nesting surveys**

To avoid disturbance of raptor breeding and nesting activity, including nesting of sensitive raptors, project activities will be avoided during the typical raptor breeding season of March through August, to the extent feasible. If construction must take place during the typical nesting season, preconstruction surveys will be conducted by a qualified biologist no more than 30 days prior to initiation of proposed development activities. Surveys will be conducted to determine if active nesting is occurring on or directly adjacent to the study area. Survey results will then be submitted to the CDFG. If active nests are found on or immediately adjacent to the site, consultation will be initiated with CDFG to determine appropriate avoidance measures. If no nesting is found to occur, necessary tree removal and other project activities could then proceed. Implementation of preconstruction raptor surveys and appropriate avoidance measures will reduce impacts to a less-than-significant level.

**Mitigation Measure 4.4-6: Comply with agency permitting requirements and provide for no net loss of wetlands**

The City shall comply with all applicable Corps, USFWS, CDFG, and Regional Water Quality Control Board permitting and mitigation requirements for intersection widening and construction. The City shall meet the agencies' no net loss of wetlands policy through one of the following measures:

- Avoid impacts through project design.
- Compensate for impacts by acquiring (through fee title or credits in an approved mitigation bank) replacement habitat.

When site-specific designs are available for the roadway and intersection improvements, project-level analysis would require a wetland delineation submitted to the Corps for verification. The City would be required to obtain a Clean Water Act Section 404 Permit from the Corps prior to any construction activity.

A wetland delineation report, *Wetland Delineation for Baseline 430* (ECORP 2003), has already been prepared and verified for an area encompassing the widening of Fiddyment Road from Pleasant

Grove Blvd to Baseline Road and the Intersection 165 (Fiddyment Road/Westlake) improvement area. This verification is valid for five years; therefore, the Fiddyment Road widening and Intersection 165 improvements would not require a new delineation before that time.

**Mitigation Measure 4.4-7: Conduct preconstruction rare plant surveys**

To avoid impacts to potentially occurring special-status plant species, the City shall conduct pre-construction floristic rare plant surveys along Intersections 105, 69, and 165 and along the west side of Fiddyment Road from Pleasant Grove Boulevard to Baseline Road. Two special-status plants (Sanford's arrowhead and rose mallow) have the potential to occur within these improvement areas. Floristic surveys shall be conducted (according to agency guidelines) within in the project sites to determine presence or absence of special-status plant species. Should any individual special status plant species be located, the applicant shall retain a qualified botanist to develop and implement a mitigation plan; appropriate measures could include transplanting for species that are not federally or state listed as threatened or endangered (such as Sanford's arrowhead and rose mallow, which are on CNPS List 1B.2 and List 2, respectively). The CDFG would review and approve the mitigation plan, except if the plan or portion of the plan addresses federally listed species. In that case, the mitigation plan would be reviewed by the USFWS. Appropriate measures may include transplanting for species that are not federally or state listed as threatened or endangered (such as Sanford's arrowhead and rose mallow).

**CULTURAL RESOURCES**

**Mitigation Measure 4.5-1: Conduct archaeological pedestrian survey of intersections that have not been subject to previous archaeological surveys (Intersections 15, 19, 91, 105, 178, and 179) when final design has been developed**

As many of the proposed widening locations have not been previously subject to cultural resources inventory efforts (i.e., Intersections 15, 19, 91, 105, 178, and 179), it is recommended that cultural resources inventory surveys be completed prior to construction activities in compliance with both federal and state regulations. The studies must include establishment of APE or formalized study areas, Native American consultation, pedestrian surveys, and a technical report that includes recommendations for additional work, if necessary. Additional measures, including resource avoidance, evaluation (i.e., determine CRHR and/or NRHP eligibility), and data recovery excavation, may be necessary if cultural resources are identified within the APE of any of the proposed project improvements as a result of these studies.

Implementation of Mitigation Measure 4.5-1, including those measures recommended in the requisite technical report, will reduce this potential impact to a less-than-significant level.

**Mitigation Measure 4.5-2: Comply with the recommendations of a qualified professional archaeologist if cultural resources are inadvertently exposed during construction**

In the event of the discovery of buried archaeological artifacts, exotic rock (non-native), or unusual amounts of shell or bone (including human remains), City of Roseville General Plan Policy OD-1 requires that a qualified archaeologist or historian shall be called to evaluate the find and to recommend a proper action. Mitigation Measure 4.5-2 requires that construction activities in the vicinity of the find be immediately stopped until this consultation occurs, and management

recommendations are provided and implemented. If the find is determined to be a historical or unique archaeological resource, contingency funding and a time allotment to allow for implementation of avoidance measures or appropriate mitigation shall be made available, as provided in Section 15064.5 of the CEQA Guidelines.

The archaeologist shall evaluate any potential effects on any historical resource or unique archaeological resource and, where such effects would be significant, shall recommend potential mitigation to the City for its consideration. The City will assess the feasibility of any proposed mitigation (e.g., avoidance of the historical resource) and impose the mitigation where feasible in light of factors such as the nature of the find, project design, costs, General Plan policies and land use assumptions, and other considerations. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery) shall be instituted. If the discovery includes human remains, the Coroner and Native American Heritage Commission must also be contacted.

## HAZARDS AND HAZARDOUS MATERIALS

**Mitigation Measure 1:** Prior to initiating ground-disturbing activities, the City shall evaluate areas where widening will occur to evaluate the potential for historical or existing hazardous materials. This evaluation shall include visual inspections of the site for evidence of hazardous materials releases (i.e., dumping) or evidence of nearby land uses, which may indicate the use of hazardous materials or hazardous waste generation (i.e., aboveground storage tanks, placarding). If such evidence is observed, the City shall retain a qualified consultant to evaluate the potential for hazardous materials releases at the site prior to initiating construction to determine whether these releases may constitute a potential recognized environmental condition. If such a condition is determined to exist, the City shall prepare and implement a remediation plan prepared in accordance with the applicable regulatory agency (i.e., Department of Toxic Substances Control or Regional Water Quality Control Board) prior to proceeding with construction.

## HYDROLOGY AND WATER QUALITY

**Mitigation Measure 2:** The project shall comply with the U.S. Army Corps of Engineers "no net loss" policy and the conditions of a Nationwide or Individual Permit authorization by the U.S. Army Corps of Engineers. As part of these permit requirements, vegetation disturbed during construction shall be replanted and the topography of the sites shall be restored after construction activities have been completed. Where working areas encroach on live or dry streams, lakes, or wetlands, Regional Water Quality Control Board (RWQCB)-approved physical barriers adequate to prevent the flow or discharge of sediment into these systems shall be constructed and maintained between working areas and streams, lakes and wetlands. Erosion control and sediment detention devices (e.g., well-anchored sandbag cofferdams, straw bales, or silt fences) shall be incorporated into the project design, included in the SWPPP, and implemented at the time of construction. These devices shall be in place during construction activities, and after if necessary, to minimize sediment impact to the wetlands and input to waters of the United States. These devices shall be placed at all locations where the likelihood of sediment input exists. A supply of erosion control materials shall be kept on hand to cover small sites that may become bare and to respond to sediment emergencies.

## UTILITIES AND SERVICE SYSTEMS

**Mitigation Measure 3:** If the results of the drainage report conclude that modifications are required to existing drainage facilities located downstream of specific intersection improvements, the City shall design and construct these modifications in accordance with the City's Noise Ordinance, Flood Damage Prevention Ordinance, Construction Standards, Improvement Standards, and Tree Ordinance, all of which include standards and policies that are uniformly applied to development projects throughout the City. Construction shall be in compliance with the City's NPDES permit and the City's Urban Stormwater Quality Management and Discharge Control Ordinance. BMPs will be implemented during construction. The City shall obtain and comply with permit requirements of the U.S. Army Corps of Engineers and California Department of Fish and Game, as applicable, for impacts to wetlands, waters of the United States, riparian habitat, and threatened and endangered species.

# Appendix B
# NOP Comment Letters and Scoping Meeting Summary

MIWOK MAIDU United Auburn Indian Community of the Auburn Rancheria

JESSICA TAVARES CHAIRPERSON | JULIE HUFF VICE CHAIR | DAVID KEYSER SECRETARY | DOLLY SUEHEAD TREASURER | GENE WHITEHOUSE COUNCIL MEMBER

June 27, 2006



Rob Jensen
City of Roseville
Department of Public Works
311 Vernon Street
Roseville, CA 95678

**Subject: NOP for City of Roseville 2020 Transportation System Capital Improvement Program Update**

Dear Mr. Jensen,

We recently received notification indicating that the City of Roseville will prepare an Environmental Impact Report (EIR) for the 2020 Transportation System Capital Improvement Program Update. The United Auburn Indian Community is composed of Miwok and Maidu Indians with an ancestral territory encompassing Placer and Nevada Counties, and surrounding areas. We are concerned about projects that may impact our ancient burial grounds and village sites, and sites that have cultural and religious importance to us.

If any known prehistoric cultural resources are located within the proposed areas of roadway widening and/or intersection improvements, we would like to receive notification and a copy of the cultural resources report. If unanticipated discoveries of prehistoric cultural resources, including burials, are encountered during development of the Proposed Project, the United Auburn Indian Community wishes to be contacted immediately.

Please contact our environmental consultant, Dr. Shelley McGinnis, of Analytical Environmental Services, at (916) 447-3479 if you have any questions regarding this matter.

Sincerely,

Greg Baker
Tribal Administrator

**DEPARTMENT OF TRANSPORTATION**
DISTRICT 3, SACRAMENTO AREA OFFICE
Venture Oaks -MS 15
P.O. BOX 942874
SACRAMENTO, CA 94274-0001
PHONE (916) 274-0634
FAX (916) 274-0648
TTY (530) 741-4509

*Flex your power!*
*Be energy efficient!*

July 19, 2006

06PLA0069
SCH 2006062086
Roseville 2020 CIP Update
03PLA65 03PLA80

Mr. Rob Jensen
City of Roseville Public Works Administration
311 Vernon St.
Roseville, CA 95678

Dear Mr. Jensen,

Thank you for the opportunity to provide comments regarding the Notice of Preparation for City of Roseville's 2020 Transportation System Capitol Improvement Program draft EIR. While we understand that the focus of the 2020 Transportation System Capitol Improvement Program is the locally operated transportation network within the City of Roseville, we encourage the City to carefully consider the intertwined relationships of transportation facilities in Roseville with facilities in Placer County, adjacent jurisdictions, and the State Highway System in the development of the EIR.

We request to meet with representatives from the City of Roseville to discuss how the State Highway System will be considered in this process. Please contact Matt Friedman at (530) 741-4004 to schedule a meeting. We look forward to continuing to work with the City of Roseville, and other transportation partners in Placer County to implement innovative transportation solutions for our region.

Sincerely,

MARLO TINNEY, Chief
Office of Transportation Planning – East

cc: David Melko, Placer County Transportation Planning Agency
State Clearing House

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

ARNOLD SCHWARZENEGGER, *Governor*

June 23, 2006



Rob Jensen
City of Roseville
311 Vernon Street
Roseville, CA 95678

Dear Mr. Jensen.

Re: SCH #2006062086; 2020 Transportation System Capitol Improve. Prog.

As the state agency responsible for rail safety within California, we recommend that any development projects planned adjacent to or near the rail corridor in the County be planned with the safety of the rail corridor in mind. New developments may increase traffic volumes not only on streets and at intersections, but also at at-grade highway-rail crossings. This includes considering pedestrian circulation patterns/destinations with respect to railroad right-of-way.

Safety factors to consider include, but are not limited to, the planning for grade separations for major thoroughfares, improvements to existing at-grade highway-rail crossings due to increase in traffic volumes and appropriate fencing to limit the access of trespassers onto the railroad right-of-way.

The above-mentioned safety improvements should be considered when approval is sought for the new development. Working with Commission staff early in the conceptual design phase will help improve the safety to motorists and pedestrians in the County.

If you have any questions in this matter, please call me at (415) 703-2795.

Very truly yours,

Kevin Boles
Utilities Engineer
Rail Crossings Engineering Section
Consumer Protection and Safety Division

cc: Pat Kerr, UP
Carol Harris, UP

URS

# Scoping Meeting Summary

## 2020 Transportation System CIP Update Subsequent EIR

**Scoping Meeting Date:** July 12, 2006

**Project Team Attendees:** Scott Gandler, Mark Morse (City of Roseville)
Denise Heick, Kathy Rushmore (URS Corporation)
John Long, David Tokarski (DKS Associates)

**Public/Agency Attendees:** Matt Friedman (Caltrans)

---

In addition to project team members, one person attended the Scoping Meeting for the Roseville Transportation System CIP Subsequent EIR listed below:

Matt Friedman
Caltrans District 3
703 B Street
Marysville, CA 95901
(530) 741-4001
matthew.friedman@dot.ca.gov

Mr. Friedman conducts the Caltrans' intergovernmental review for Placer County projects. The following summarizes his comments:

- Caltrans will likely be interested in the modeling assumptions. In particular, this issue was raised during the HP and Galleria projects where some trip assignments were lower than Caltrans anticipated. Roseville generates regional traffic as well as local traffic and this should be considered in the modeling. He will have Caltrans forecasting and modeling staff take a look at the project, and he will fold their comments into Caltrans' written comments. He suggests that the project team consider contacting Dennis Azevedo and Jim Caulkins directly.

- He would like to see issues addressed such as interconnectivity, reducing vehicle miles traveled, bicycle pathways, and siting of developments to minimize trip generation.

- He made a general remark to address new facilities and funding for new facilities.

URS Corporation
221 Main Street, Suite 600
San Francisco, CA 94105
Tel: (415) 896-5858
Fax: (415) 882-9261
www.urscorp.com

- He would like to see the supercumulative model addressed. He considers that Roseville is a trip attractor, and is the nexus for a lot of activity in the area.

- He noted that he was speaking generally until he hears from other staff.

- He wanted to know how Caltrans could be of help.

The meeting was held from 7:00 p.m. and was adjourned at 7:30 p.m. There were no additional comments.

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# Appendix C
# February 12, 2007 Errata

The following Errata was issued on February 12, 2007 by the City of Roseville. As noted in Section 5.0 of the Final Subsequent EIR, the table in this Errata is superseded by the table titled Tables 3-2 and 4.1-10 (Revision 2), which is provided on page 5-2 of the Final Subsequent EIR.

**Public Works**
**Engineering**
311 Vernon Street
Roseville, California 95678-2649

February 12, 2007

NOTIFICATION TO INTERESTED PARTIES OF
REVISIONS TO DRAFT SUBSEQUENT ENVIRONMENTAL IMPACT REPORT

CITY OF ROSEVILLE 2020 TRANSPORTATION SYSTEM
CAPITAL IMPROVEMENTS PROGRAM UPDATE

To Interested Parties:

The City of Roseville issued the Draft Subsequent Environmental Impact Report (EIR) for the City's 2020 Transportation System Capital Improvements Program Update on February 1, 2007 for public review and comment (SCH #2006062086).

Subsequently, it was discovered that daily vehicle trip generation volumes within the City of Roseville under 2020 No Project and 2020 Plus Project conditions were transposed on two tables in the Draft Subsequent EIR.

Table 3-2 (on page 3-4) and Table 4.1-10 (on page 4.1-28) in the Draft Subsequent EIR incorrectly indicate that trip generation within the City of Roseville increases by 10,300 trips (0.7 percent) under 2020 Plus Project conditions when compared to 2020 No Project conditions. However, the travel demand model actually demonstrated that trip generation would ***decrease*** by 10,300 trips (-0.7 percent) under 2020 Plus Project conditions when compared to 2020 No Project conditions.

This error was isolated to these two tables and did not affect any of the impact evaluations, level of service calculations, levels of significance, or Mitigation Measures identified in the Draft Subsequent EIR.

The table below provides the correct results from the travel demand model and serves to replace Table 3-2 and Table 4.1-10 in the Draft Subsequent EIR. This change will be reflected in the Final Subsequent EIR for the project.

**TABLES 3-2 AND 4.1-10 (REVISED)**

**DAILY VEHICLE TRIPS GENERATED IN THE CITY OF ROSEVILLE USING MAJOR ROADWAY NETWORK:**
**2020 NO PROJECT AND PROPOSED 2020 CIP UPDATE**

| Plan Area | 2020 No Project | 2020 CIP Update (Proposed Project) | Difference | |
|---|---|---|---|---|
| | | | Trips | Percent |
| Del Webb SP | 15,500 | 16,100 | 600 | -3.7 |
| Highland Reserve North SP | 70,800 | 65,800 | -4,900 | -7.4 |
| Infill Area | 422,100 | 413,900 | -8,300 | -2.0 |
| North Central Roseville SP | 254,100 | 237,700 | -16,400 | -6.9 |
| Northeast Roseville SP | 180,400 | 192,200 | 11,800 | 6.1 |
| North Industrial Area | 155,100 | 181,900 | 26,800 | 14.7 |
| North Roseville SP | 61,800 | 64,500 | 2,700 | 4.2 |
| Northwest Roseville SP | 124,300 | 107,600 | -16,700 | -15.5 |
| Southeast Roseville SP | 71,600 | 65,900 | -5,700 | -8.6 |
| Stoneridge SP | 37,200 | 37,700 | 400 | 1.1 |
| West Roseville SP | 101,000 | 100,400 | -600 | -0.6 |
| **Total Citywide** | **1,493,900** | **1,483,700** | **-10,300** | **-0.7** |

Note:

Based on daily volumes on model "centroid" connectors, rounded to the nearest 100
SP = specific plan

SOURCE: DKS Associates, 2007