

Roseville Parkway Extension Project Initial Study/ Mitigated Negative Declaration



311 Vernon Street
Roseville, California 95678
roseville.ca.us





Development Services Department
311 Vernon Street
Roseville, California 95678-2649
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**NOTICE OF INTENT
TO ADOPT A MITIGATED NEGATIVE DECLARATION**

TO: Interested Parties
FROM: City of Roseville
DATE: July 20, 2020

REGARDING: Roseville Parkway Extension Project Initial Study/Mitigated Negative Declaration

Public Notice is hereby given that an Initial Study/Mitigated Negative Declaration (environmental report) for the Roseville Parkway Extension Project is available for public review.

Project Location and Description: The City of Roseville is proposing to construct the Roseville Parkway Extension Project, which would extend Roseville Parkway by approximately 0.75 mile, from its current terminus at Washington Boulevard westerly to Foothills Boulevard.

The project consists of the following main components.

- Approximately 0.75 mile of new arterial road between Washington Boulevard on the east and Foothills Boulevard on the west.
- A new overpass of the Union Pacific Railroad (UPRR) tracks and Industrial Avenue.
- Intersection improvements at the Roseville Parkway/Washington Boulevard and Roseville Parkway/Foothills Boulevard intersections.
- Minor improvements to the east side of the existing roundabout located west of the Roseville Parkway/Foothills Boulevard intersection.
- Bicycle and pedestrian improvements, including an 8-foot wide sidewalk on the north side of Roseville Parkway and a 10-foot wide multi use path on the south.

Document Review and Availability: The public comment period will extend 20 days from July 24 to August 13, 2020. The document can also be reviewed and/or downloaded from the City of Roseville website at the following link: <http://www.roseville.ca.us/ParkwayExtension>.

Copies of the Initial Study/Mitigated Negative Declaration are available for public review, by appointment, at the City of Roseville Permit Center, 311 Vernon Street, Roseville, CA 95678. To schedule an appointment online: [roseville.ca.us/DS-appointment](http://www.roseville.ca.us/DS-appointment) or call (916) 774-5285.

Written comments on the adequacy of the Mitigated Negative Declaration must be received no later than 5:00 pm on August 13, 2020. During the public review period written comments may be provided to:

Terri Shirhall, Environmental Coordinator (tshirhall@roseville.ca.us)
Development Services Department
City of Roseville
311 Vernon Street
Roseville, CA 95678
(916) 774-5536

Contents

List of Tables	iii
List of Figures.....	iv
List of Acronyms and Abbreviations	v
 Chapter 1 Introduction and Summary	 1-1
1.1 Introduction	1-1
1.2 CEQA Lead Agency	1-1
1.3 Summary	1-2
 Chapter 2 Project Description	 2-1
2.1 Project Background.....	2-1
2.2 Project Location and Existing Conditions.....	2-1
2.3 Project Purpose, Need, and Objectives	2-2
2.4 Proposed Project Components	2-2
2.4.1 Roseville Parkway Road Improvements and Right-of-Way Acquisitions	2-2
2.4.2 Union Pacific Railroad and Industrial Avenue Overpass.....	2-3
2.4.3 Traffic Signal and Intersection Improvements.....	2-4
2.4.4 Pedestrian and Bicycle Improvements	2-5
2.4.5 Utility Relocations.....	2-6
2.5 Construction Approach	2-6
2.5.1 Equipment and Material Staging Areas	2-7
2.5.2 Earthwork and Grading.....	2-7
2.5.3 Construction Traffic Control	2-8
2.5.4 Project Schedule	2-8
2.6 Best Management Practices	2-8
2.6.1 Construction Best Management Practices	2-9
2.6.2 City of Roseville Mitigating Ordinances, Guidelines, and Standards	2-12
2.7 Required Approvals.....	2-12
 Chapter 3 Environmental Checklist.....	 3-1
3.1 Environmental Factors Potentially Affected	3-2
3.2 Determination	3-3
3.2.1 Aesthetics.....	3-4
3.2.2 Agricultural and Forestry Resources.....	3-7
3.2.3 Air Quality	3-10
3.2.4 Biological Resources	3-23

3.2.5	Cultural Resources	3-50
3.2.6	Energy	3-60
3.2.7	Geology and Soils	3-62
3.2.8	Greenhouse Gas Emissions	3-70
3.2.9	Hazards and Hazardous Materials	3-74
3.2.10	Hydrology and Water Quality	3-80
3.2.11	Land Use and Planning	3-85
3.2.12	Mineral Resources	3-88
3.2.13	Noise	3-90
3.2.14	Population and Housing	3-100
3.2.15	Public Services	3-102
3.2.16	Recreation	3-105
3.2.17	Transportation	3-107
3.2.18	Tribal Cultural Resources	3-115
3.2.19	Utilities and Service Systems	3-121
3.2.20	Wildfire	3-125
3.2.21	Mandatory Findings of Significance	3-127
Appendix A	Air Quality	
Appendix B	Noise	
Appendix C	Traffic	

Tables

	Page
2-1 Construction Phasing.....	2-7
2-2 Permits and Approvals Needed for the Proposed Project	2-12
3-1 Placer County Air Pollution Control District Criteria Pollutant and Precursor Thresholds (pounds per day).....	3-12
3-2 Estimated Unmitigated Criteria Pollutant Emissions from Project Construction (pounds per day)	3-13
3-3 Estimated Mitigated Criteria Pollutant Emissions from Project Construction (pounds per day)	3-14
3-4 Estimated Criteria Pollutant Emissions from Project Operation (pounds per day)	3-15
3-5 Conservative Estimate of Increased Regional Health Effect Incidence Resulting from Construction of the Project (cases per year)	3-18
3-6 Sensitive Plant Species Known or with Potential to Occur in the Project Region.....	3-31
3-7 Sensitive Wildlife Species Known or with Potential to Occur in the Project Region.....	3-37
3-8 Estimated Greenhouse Gas Emissions from Project Construction (metric tons per year)	3-72
3-9 Estimated Greenhouse Gas Emissions from Project Operation (metric tons per year).....	3-72
3-10 Vibration Source Levels for Demolition and Construction Equipment	3-91
3-11 Guideline Vibration Damage Potential Threshold Criteria.....	3-92
3-12 Guideline Vibration Annoyance Potential Criteria	3-92
3-13 Maximum Allowable Noise Levels from Transportation Sources	3-93
3-14 Hourly Noise Level Performance Criteria for Nontransportation Noise Sources.....	3-94
3-15 Commonly Used Construction Equipment Noise Emission Levels	3-95
3-16 Construction Noise Levels by Activity and Distance to Allowable Sound Levels	3-96
3-17 Intersection Level of Service Criteria.....	3-110
3-18 Intersection Levels of Service	3-111

Figures

		Follows Page
1-1	Regional Location	1-2
1-2	Project Location.....	1-2
2-1	Road Alignment.....	2-2
2-2	Right-of-Way and Slope Easement Requirements	2-4
3-1	Biological Resources	3-26
3-2	Project Vicinity.....	3-110
3-3	Study Intersections, Traffic Control, and Lane Geometries	3-110
3-4	Existing (2020) Conditions Peak-Hour Volumes	3-110
3-5	Cumulative (2035) plus Proposed Project Conditions Peak-Hour Volumes.....	3-110

Acronyms and Abbreviations

ADMP	asbestos dust mitigation plan
AB	Assembly Bill
ADT	average daily traffic
BP	before present
BMP	best management practice
CAAQS	California ambient air quality standards
Cal-OSHA	California Division of Occupational Safety and Health
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBC	California Building Code
CESA	California Endangered Species Act
CEQA	California Environmental Quality Act
CH ₄	methane
CNDDDB	California Natural Diversity Database
CNPS	California Native Plant Society
CO	carbon monoxide
CO ₂	carbon dioxide
CO ₂ e	carbon dioxide equivalent
CRHR	California Register of Historical Resources
CNEL	community noise equivalent level
cy	cubic yards
dB	decibel
DPM	diesel particulate matter
DTSC	California Department of Toxic Substances Control
ESA	Endangered Species Act
EIR	Environmental Impact Report
EO	Executive Order
Farmland	Farmland of Statewide Importance
FHWA	Federal Highway Administration
GHG	greenhouse gas
HAER	Historic American Engineering Record

HCM	Highway Capacity Manual
HFC	hydrofluorocarbons
in/sec	inches per second
IS/MND	initial study/mitigated negative declaration
L _{dn}	day-night sound level
L _{eq}	equivalent sound level
L _{min}	minimum sound level
L _{max}	maximum sound level
LOS	level of service
Madrone	Madrone Ecological Consulting, LLC
MBTA	Migratory Bird Treaty Act
MRF	Materials Recovery Facility
MLD	Most Likely Descendant
MSAT	mobile source air toxic
MTP/SCS	Metropolitan Transportation Plan/Sustainable Communities Strategy
N ₂ O	nitrous oxide
NAAQS	national ambient air quality standards
NAHC	Native American Heritage Commission
NOA	naturally occurring asbestos
NO ₂	nitrogen dioxide
NO _x	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NSR	new source review
Pb	lead
PCAPCD	Placer County Air Pollution Control District
PCTPA	Placer County Transportation Planning Agency
PFC	perfluorocarbon
PPV	peak particle velocity
ROG	reactive organic gases
Roseville Electric	Roseville Electric Utility
proposed project	Roseville Parkway Extension Project
RWQCB	Regional Water Quality Control Board
SACOG	Sacramento Council of Governments

SF ₆	sulfur hexafluoride
SFNA	Sacramento Federal Nonattainment Area
SMAQMD	Sacramento Metropolitan Air Quality Management District's
Ozone Plan	Sacramento Regional 8-Hour Attainment and Reasonable Further Progress Plan
SAFE	Safer Affordable Fuel-Efficient
SB	Senate Bill
SO ₂	sulfur dioxide
SSBMI	Shingle Springs Band of Miwok Indians
SVAB	Sacramento Valley Air Basin
SWPPP	stormwater pollution prevention plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminants
UAIC	United Auburn Indian Community of the Auburn Rancheria
UPRR	Union Pacific Railroad
USEPA	U.S. Environmental Protection Agency
USGS	U.S. Geological Survey
VMT	vehicle miles traveled

1.1 Introduction

This document is an Initial Study/Mitigated Negative Declaration (IS/MND) that addresses the potential environmental impacts of the Roseville Parkway Extension Project (proposed project) proposed by the City of Roseville (City). The proposed project involves building an extension of the Roseville Parkway to provide a connection to Foothills Boulevard (Figure 1-1). This would involve construction of an overpass at the Union Pacific Railroad (UPRR) tracks and Industrial Avenue.

The project site is located between Foothills Boulevard on the west and Washington Boulevard on the east in north Roseville (Figure 1-2). The site is within the North Industrial area and is designated Industrial and Light Industrial in the *City of Roseville General Plan 2035*. The site is bordered to the east by the *North Central Roseville Specific Plan* area. The North Industrial area is bordered to the south by the *Northwest Roseville Specific Plan* area, and to the west by the *North Roseville Specific Plan* area. The northern border of the North Industrial area is also the border of the Roseville city limits.

The California Environmental Quality Act (CEQA) and Section 15004 of the State CEQA Guidelines encourage early completion of environmental documentation to enable environmental considerations to influence project design. This IS/MND is a public information document that discloses the proposed project's environmental effects and informs decision makers of the project's compliance with CEQA and the State CEQA Guidelines.

This document describes the proposed project's goals and background, project components, the existing environmental setting (i.e., conditions before implementation of the project), and the potential environmental impacts of the proposed project. Chapter 2, *Project Description*, describes the proposed project and the best management practice (BMP) measures that the City has incorporated into the proposed project to avoid and minimize potential effects. Chapter 3, *Environmental Checklist*, identifies the anticipated environmental impacts by topic and provides mitigation measures that would be implemented to avoid significant impacts.

1.2 CEQA Lead Agency

The City of Roseville—the lead agency for the proposed project under CEQA—determined that preparation of an IS/MND was necessary to evaluate the

environmental issues associated with the proposed project and satisfy the requirements of CEQA and the State CEQA Guidelines. The IS/MND is available for public review at the following location:

City of Roseville Permit Center
311 Vernon Street
Roseville, CA 95678

Due to COVID-19 concerns, the Permit Center is currently only open Tuesdays and Thursdays and the hours for in-person document review may be limited. Therefore, the public is encouraged to check the City's website first to ensure in-office accommodations are available: <https://www.roseville.ca.us>.

Alternatively, the IS/MND can also be viewed or downloaded from the City's website via the following link:

<https://www.roseville.ca.us/cms/One.aspx?portalId=7964922&pageId=8774505>

During the review period, written comments may be submitted to:

Ms. Terri Shirhall, Environmental Coordinator
City of Roseville, Development Services Department
311 Vernon Street
Roseville, CA 95678

Or via email to: tshirhall@roseville.ca.us

1.3 Summary

This IS/MND concludes that the proposed project would have potentially significant but mitigable impacts on air quality, biological resources, cultural resources, and paleontological resources, as described in Chapter 3. This IS/MND identifies a variety of mitigation measures that the City would implement to avoid or minimize potentially significant impacts on sensitive environmental resources. Implementation of these measures, in addition to project BMPs, would further reduce the potential impacts to a less-than-significant level.

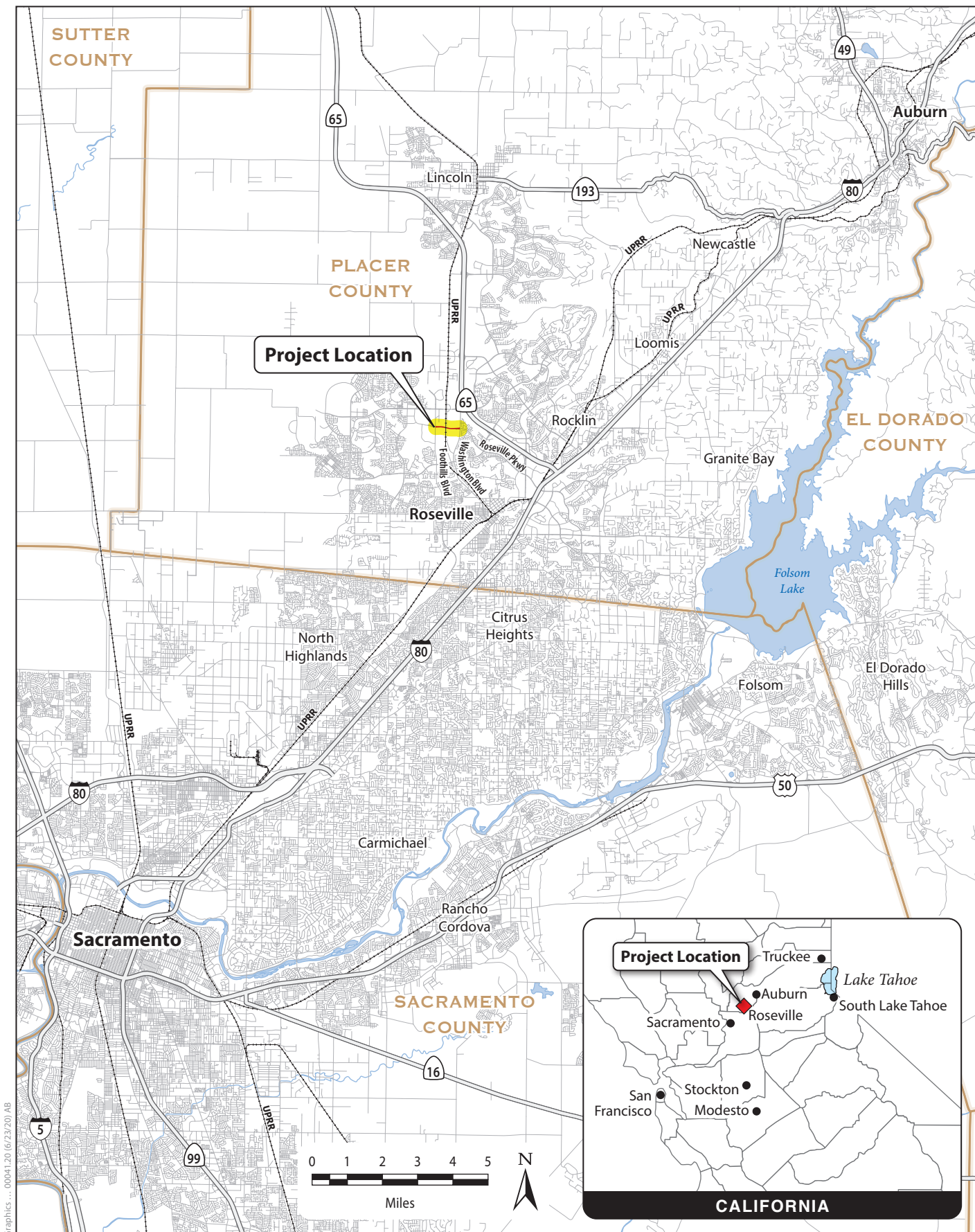


Figure 1-1 Regional Location

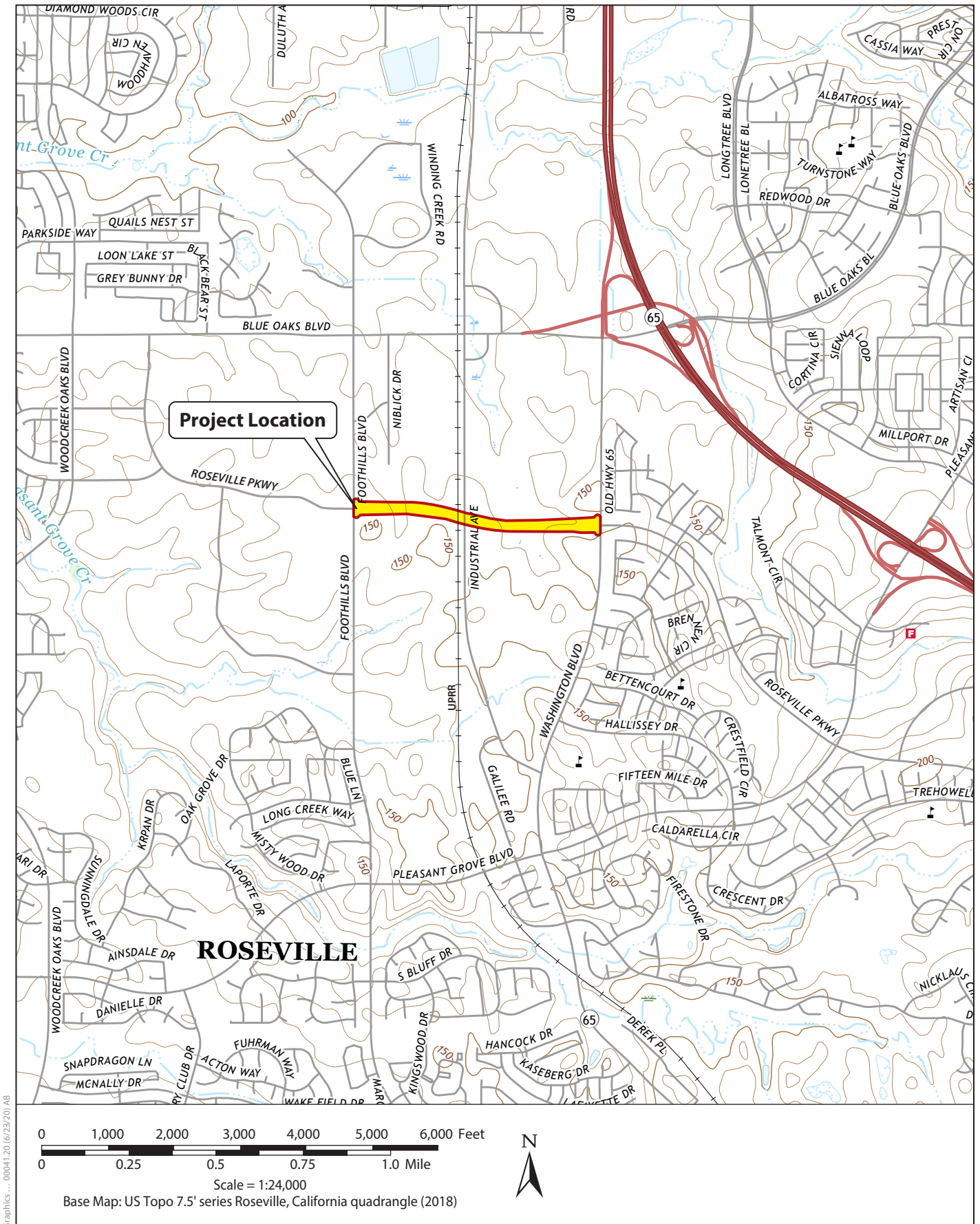


Figure 1-2
Project Location

2.1 Project Background

The City of Roseville (City) proposes to construct the Roseville Parkway Extension Project (proposed project) in the North Industrial Planning area of the city of Roseville, California (Figure 1-1). The proposed project would extend Roseville Parkway by approximately 0.75 mile from its current terminus at Washington Boulevard west to Foothills Boulevard. The project includes construction of an overpass of the Union Pacific Railroad (UPRR) tracks and Industrial Avenue, which run parallel to one another at the crossing location. The proposed project is identified in the City of Roseville Transportation System Capital Improvement Program and General Plan Transportation Element and associated California Environmental Quality Act (CEQA) documents.

2.2 Project Location and Existing Conditions

The proposed project would be constructed on approximately 12 acres of primarily City-owned property in north Roseville, in western Placer County, California. The project site is located between Foothills Boulevard on the west, and Washington Boulevard on the east. Blue Oaks Boulevard lies approximately 0.5 mile north, and Pleasant Grove Boulevard lies approximately 1 mile south of the project alignment (Figure 1-2). The project area is zoned for general industrial and light industrial uses. The project site falls within the Roseville 7.5-minute U.S. Geological Survey topographic quadrangle map in Section 21 of Township 11 North, Range 6, Mount Diablo Base and Meridian.

The project site is currently dominated by annual grasslands. Industrial development borders the site along most of the south boundary, and along the eastern third of the north boundary. Industrial Avenue and the UPRR tracks transect the project site in a north/south direction.

The Highland Reserve residential development is located near the project's eastern end, along the east side of Washington Boulevard and along both sides of existing Roseville Parkway. Vencil Brown Park and Elementary School are located approximately 0.6 mile east of the project at the southwest corner of Roseville Parkway and Trestle Road. Buljan Middle School is approximately 0.5 mile south of the project, at the southeast corner of the Washington Boulevard/Hallissy Drive intersection.

2.3 Project Purpose, Need, and Objectives

The purpose of the proposed project is to improve existing and future traffic conditions consistent with the City's adopted plans; enhance access and safety for motorists, pedestrians, and cyclists; and meet railroad clearance requirements.

2.4 Proposed Project Components

The proposed project consists of the following main components.

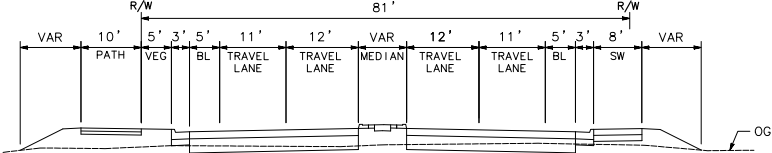
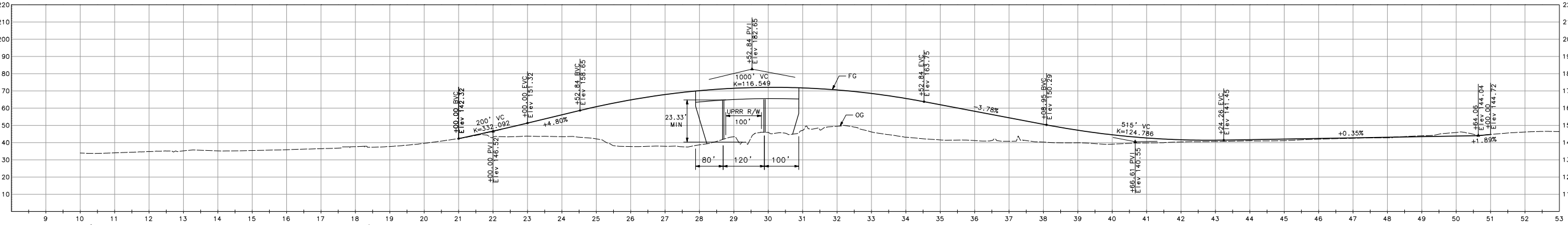
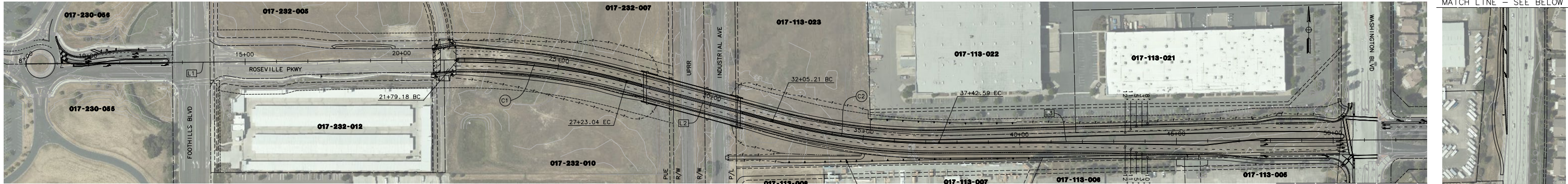
- Approximately 0.75 mile of new arterial road between Washington Boulevard on the east and Foothills Boulevard on the west.
- A new overpass of the UPRR tracks and Industrial Avenue.
- Intersection improvements at the Roseville Parkway/Washington Boulevard and Roseville Parkway/Foothills Boulevard intersections.
- Minor improvements to the east side of the existing roundabout located west of the Roseville Parkway/Foothills Boulevard intersection. Improvements include modifications to the existing center median, curb and gutter on the east side of the roundabout and associated restriping to conform with these improvements.
- Bicycle and pedestrian improvements, including an 8-foot-wide sidewalk on the north side of Roseville Parkway and a 10-foot-wide multi-use path on the south.

Each project component is described in greater detail below. Figure 2-1 provides an overview of these components.

2.4.1 Roseville Parkway Road Improvements and Right-of-Way Acquisitions

The project includes construction of approximately 0.75 mile of new arterial road, with four travel lanes, raised median with related utility relocations and storm drain improvements, between Washington Boulevard on the east and Foothills Boulevard on the west. Concrete curbs would define the new edge of roadway and separate vehicular traffic from pedestrians. The new road cross section would include two travel lanes in each direction (12 and 11 feet wide), followed by 5-foot-wide on-street Class II bike lanes. The travel lanes would be followed by a 3-foot curb and gutter backed by a 10-foot-wide sidewalk/Class I multi-use path on the south side of the new Roseville Parkway.

On the project's west end, the existing south side driveway providing access to the Roseville RV Storage business would remain. Opposite this driveway on the north side, a new driveway would be constructed as part of roadway improvements to connect with the future extension of Niblick Drive. A third driveway would be



* NOTE:
1. THE RIGHT-OF-WAY AND PROPERTY LINES SHOWN ARE A GIS PRODUCT AND ARE PRELIMINARY IN NATURE, BASED UPON PUBLICLY AVAILABLE RECORDS. THEY SHOULD NOT BE RELIED UPON AS DEFINITIVE AND DO NOT REPRESENT AN ON-THE-GROUND SURVEY. THESE LINES MAY CHANGE UPON COMPLETION OF A BOUNDARY SURVEY CONDUCTED BY A LICENSED SURVEYOR.

BASIS OF DESIGN
V = 55 MPH - STOPPING SIGHT DISTANCE

LINE DATA		
No. [X]	LENGTH	BEARING
L1	1279.18'	N89°29'48"E
L2	482.17'	S74°55'23"E
L3	1633.41'	N89°40'57"E

CURVE DATA				
No. [X]	R	Δ	T	L
C1	2000.00'	15°34'49"	273.62	543.86
C2	2000.00'	15°23'41"	270.32	537.37

Figure 2-1
Road Alignment

constructed near the project's east end on the roadway's south side to retain continued access to the existing Roseville RV Storage business.

Roadway construction would include low-impact development measures and underground storm drain improvements to convey stormwater runoff from the new roadway. The new storm drain system would tie into existing storm drains at the east and west ends of the project.

Most of the right-of-way and slope easement required for project construction is City owned. However, as shown in Figure 2-2, expansion of existing right-of-way and slope easement would be required to implement the project.

On the west end between Niblick Drive and UPRR, small areas of right-of-way acquisitions (between 10 and 30 feet wide) are required on both the north and south sides of the proposed road alignment. On the north and south sides of the western approach ramp, between 25 and 35 feet of additional fill slope easement is required. These acquisitions would not affect existing development.

On the east, between Industrial Avenue and Washington Boulevard, right-of-way acquisition (between 10 and 30 feet) would be required along the entire north side of the proposed alignment. On the north side of the eastern approach ramp, between 25 and 35 feet of additional fill slope easement would also be required. East side right-of-way acquisitions would affect existing parking lot landscape areas, but would not require removal of existing parking spaces.

2.4.2 Union Pacific Railroad and Industrial Avenue Overpass

The UPRR and Industrial Avenue overpass would be comprised of engineered fill approach ramps on the east and west sides and a concrete bridge structure. All improvements would be located outside the existing railroad 100-foot right-of-way and the proposed design accommodates the potential future widening of Industrial Avenue from two to four lanes without need for future overpass modification. The bridge structure would be 300 feet long, supported by concrete abutments and wingwalls, and would provide a minimum of 23.5 feet of clearance between the existing UPRR rails and bridge soffit. The bridge concrete surface could include some type of relief or other aesthetic treatments consistent with a design theme to be developed (for example, to mimic the appearance of an old-style Works Progress Administration bridge or other theme). There is also opportunity for incorporating architectural enhancements, color, and features into the concrete facade to provide additional visual interest and character for the structure. The bridge would include a concrete barrier on the south side between the multi-use path and travel lanes and would maintain the same road cross section striping, lane widths, and pedestrian and bicycle facilities as the adjoining roadway.

2.4.3 Traffic Signal and Intersection Improvements

Proposed intersection improvements are shown on Figure 2-1 and described below.

2.4.3.1 Roseville Parkway/Foothills Boulevard

Improvements at this intersection would include the following.

West Leg. Elimination of the eastbound number 1 left turn lane to accommodate construction of a new raised center median. The resulting improvements would provide one eastbound left turn lane, two eastbound through lanes, one dedicated right turn lane, and an on-street striped Class II bike lane.

East Leg. Existing lane striping would remain unchanged; however, a new signal mast arm would be installed on the westbound approach. Existing striping includes two westbound left turn lanes, two through lanes, one dedicated right turn lane, and an on-street striped Class II bike lane.

North Leg. A southbound number 1 left turn lane currently exists but is closed and would be opened as part of the project. Therefore, the improvements would result in two southbound left turn lanes, two through lanes, one dedicated right turn lane, and an on-street striped Class II bike lane.

South Leg. Existing lane striping would remain unchanged. Existing striping includes two northbound left turn lanes, two through lanes, one dedicated right turn lane, and an on-street striped Class II bike lane.

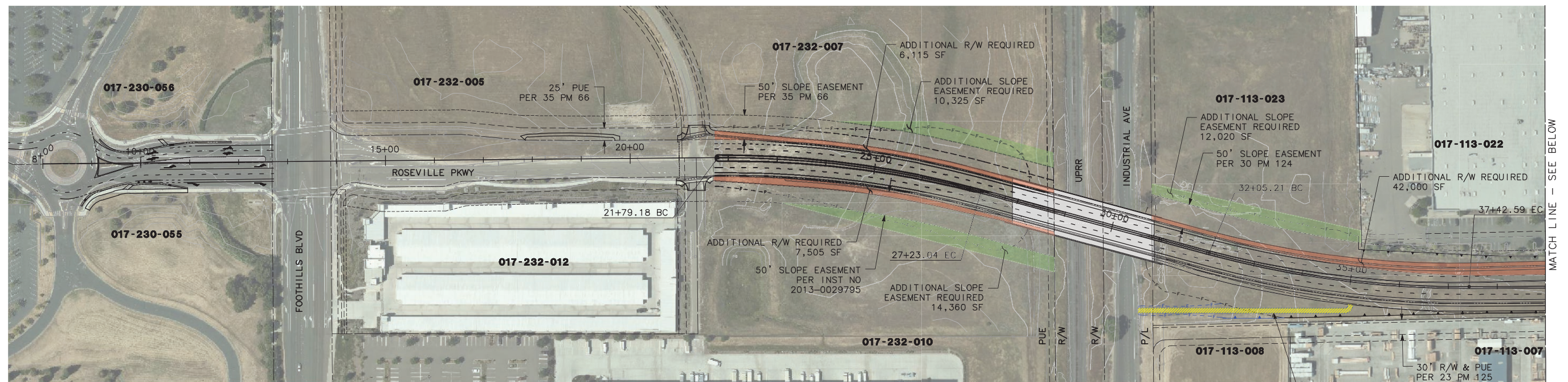
2.4.3.2 Roundabout

West of the above intersection improvements, where Roseville Parkway transitions to the adjacent roundabout, the following improvements would be implemented. The center median would be realigned and reconstructed; the westbound north curb and gutter would be realigned and reconstructed to improve operations; the lanes entering and leaving the roundabout on the east side would be restriped to conform with the above changes.

2.4.3.3 Roseville Parkway/Washington Boulevard

Improvements at this intersection would include the following.

West Leg. Reconstruction of the north and south curb, gutter, and sidewalk west of Washington Boulevard to accommodate the widened roadway; construction of a new raised center median on the eastbound approach; construction of a new free right turn lane; and installation of new traffic signal/mast arms on the Roseville Parkway eastbound approach. These improvements would result in two eastbound left turn lanes, two through lanes, one free right turn lane, and a striped on-street Class II bike lane.



LEGEND

- ADDITIONAL R/W REQUIRED
- ADDITIONAL SLOPE EASEMENT REQUIRED

Source: Mark Thomas, 2020.

Not to Scale

Figure 2-2
Right-of-Way and Slope Easement Requirements

East Leg. Two westbound turn lanes and a free right turn lane are existing and would be retained as part of the project. In addition, two westbound through lanes exist but are currently closed and would be opened as part of the project. Two eastbound lanes and a receiving lane for the existing Washington Boulevard free right turn currently exist and would also be retained. Therefore, planned improvements would result in two southbound left turn lanes, two through lanes, one free right turn lane, and an on-street striped Class II bike lane.

North Leg. One southbound left turn lane, one through lane, and one dedicated right turn lane are existing (although the dedicated right turn lane is currently closed). The project would reconstruct the west curb, gutter, and sidewalk, extend and open the dedicated southbound right turn lane, and add a new through lane and left turn lane. Therefore, planned improvements would result in two southbound left turn lanes, two through lanes, one free right turn lane, and an on-street striped Class II bike lane.

South Leg. One left turn lane, two through lanes, one free right turn lane, and one on-street Class II bike lane currently exist on the northbound approach. One through lane, one receiving lane for the Roseville Parkway eastbound dedicated right turn, and one multi-use trail on the east side of Washington Boulevard currently exist in the southbound direction. The project would reconstruct the west curb, gutter, and sidewalk to accommodate a new Roseville Parkway eastbound free right turn lane and associated Washington Boulevard southbound merge lane. Therefore, planned improvements on the south leg would result in one northbound left turn lane, two northbound through lanes, one southbound free right turn lane, and on-street striped Class II bike lanes. In the south direction there would be two through lanes and one receiving merge lane to accommodate the Roseville Parkway westbound free right movement.

2.4.4 Pedestrian and Bicycle Improvements

Roseville Parkway road and bridge construction would include on-street 5-foot Class II Bike Lanes in each direction, a 10-foot multi-use path on the south side of the roadway, and an 8-foot sidewalk on the north side.

At the Roseville Parkway/Foothills Boulevard intersection the existing crosswalks would remain in their current location.

At the Roseville Parkway/Washington Boulevard intersection, new pedestrian crosswalks would be striped across the intersection's west, north, and south legs and the existing crosswalk on the intersection's east leg would remain. Therefore, planned improvements would result in pedestrian crosswalks on all legs of the intersection.

Finally, as shown on Figure 2-1, a new approximately 450-foot-long 10-foot-wide multi-use path could potentially be constructed to link Industrial Avenue with Roseville Parkway near the east end of the eastern approach ramp.

2.4.5 Utility Relocations

Existing overhead electric transmission and telecommunication lines located between Industrial Avenue and the UPRR would require relocation to avoid conflict with the proposed bridge. The high-voltage lines would be elevated using taller steel poles to span the new bridge, while the low-voltage lines would be routed underground along the same alignment in order to reduce the required height of the new steel poles. Existing underground lines within the proposed footprint of the eastern bridge embankment would require relocation. In addition, several telecommunication lines owned by Consolidated Communications, Verizon, and Level 3 also currently exist within the proposed road alignment and may require relocation. Any relocations would remain along the roadway alignment and be reinstalled at a depth of approximately 6 feet.

There are existing gas lines within the proposed road alignment that may require relocation based on current depth and allowable placement of fill. Any relocations would be buried to a depth of approximately 3 feet and would remain along the proposed roadway alignment within identified disturbance areas.

Storm drain, domestic water, reclaimed water, and sanitary sewer pipes also exist within the proposed road alignment. It is anticipated these pipes would remain in place and the manholes or valves adjusted to grade. Storm drain facilities constructed as part of the proposed road extension would tie into and discharge to existing storm drain facilities.

2.5 Construction Approach

Construction activities would take place between 7:00 a.m. and 7:00 p.m. Monday through Friday and between 8:00 a.m. and 8:00 p.m. Saturday and Sunday, in compliance with the City noise ordinance. The general construction phases, duration, and associated activities are identified in Table 2-1. It is anticipated that portions of Phases 2 and 3 would overlap and include concurrent construction activity.

Table 2-1. Construction Phasing

Phase	Activity
Phase 1 – Pre-construction activities, mobilization and site layout	<p>Establish control points, survey and field stake construction limits</p> <p>Install environmental sensitive fencing and employ pre-construction best management practices.</p> <p>Clear and establish staging areas and temporary construction access roads.</p> <p>Mobilize heavy equipment, receive and stockpile construction equipment and supplies. Should material become available, this may involve early placement and stockpiling of soil for approach ramp construction (i.e., prior to initiation of Phase 1 construction).</p>
Phase 2 – Grading and fill import	<p>Clear, grub, and remove vegetation from work area.</p> <p>Conduct initial road grading activities, construct below-ground drainage facilities.</p> <p>Construct overpass approach ramps.</p> <p>Establish final road grades and fill slope limits.</p>
Phase 3 – Construct road and bridge improvements	<p>Construct curb, gutter, sidewalk, and erosion control drainage facilities; lay aggregate base and pave.</p> <p>Form bridge abutment headwalls and bridge deck and pour concrete.</p>
Phase 4 – Construction closure activities	<p>Clean up, demobilize, open roadway.</p>

2.5.1 Equipment and Material Staging Areas

Equipment and material staging would occur within designated locations within the project site. In addition, the contractor may choose to establish additional staging areas through agreement with private property owners on land adjacent to, or near the project site. Staging areas would accommodate fueling and maintenance areas for equipment, along with designated areas for material storage. Section 2.6, *Best Management Practices*, outlines the best management practices (BMP) that would be implemented to minimize potential construction-related water quality impacts and ensure compliance with requirements of the project's stormwater pollution prevention plan (SWPPP). Prior to initiation of the construction contract, soil from nearby construction projects may become available to the proposed project for use as approach ramp fill. Should this occur, the City may allow placement and stockpiling of acceptable material within the approach ramp footprints.

2.5.2 Earthwork and Grading

The project site topography is relatively flat and only minor grading would be required to prepare the site for construction. All grading would be conducted using conventional grading equipment. Initial earthwork would include clearing and grubbing to remove vegetation and prepare the ground for construction. Consistent with the City's grading ordinance, all grading would be limited to designated work areas. Finish grading would be achieved by motor graders (blades) and skip loaders.

The majority of earthwork would involve soil import and compaction to ready the road base and build up the overpass approach ramps. The project requires approximately 165,000 cubic yards of fill import, primarily for the overpass approach ramps. It's expected that excess soil from local development projects would provide a portion of this material. The balance would be obtained from available commercial supplies.

Construction BMPs specified in the SWPPP would be implemented during earthwork to control dust and protect nearby aquatic resources from siltation associated with stormwater runoff.

2.5.3 Construction Traffic Control

The majority of project construction would not affect existing pedestrian and/or bicycle facilities or existing Foothill or Washington Boulevard vehicle travel lanes. However, during construction of intersection improvements, temporary lane shifting or temporary lane closures would be implemented as necessary with the assistance of construction signage and/or flaggers consistent with standard traffic handling practices. This could also include temporary detours for pedestrian and bicyclists routing through intersections during paving and restriping activities; however, controlled vehicle, pedestrian, and bicycle access through affected intersections would be maintained at all times.

2.5.4 Project Schedule

Project construction is scheduled to begin in August 2021 and proceed according to the phases described in Table 2-1. The only exception is the possibility for early placement of construction approach ramp fill material, which could become available and be placed in 2020. Construction is expected to take approximately 10 to 12 months with a scheduled roadway opening date of Spring 2022 pending funding availability.

2.6 Best Management Practices

Water quality measures (stormwater management measures and BMPs) would be implemented as part of the project to minimize potential water quality impacts during construction, operation, and maintenance. Key management measures consist of the following:

- Protect areas that provide important water quality benefits or are particularly susceptible to erosion or sediment loss.
- Minimize the potential for erosion by limiting land disturbances such as clearing, grading, and cut and fill.

- Limit disturbance of natural drainage features and vegetation.
- Prepare and implement an approved SWPPP.
- Ensure proper storage and disposal of toxic material.
- Incorporate pollution prevention into operation and maintenance procedures to reduce pollutant loadings to surface runoff.

2.6.1 Construction Best Management Practices

The City and its contractor will implement construction BMPs to avoid and minimize impacts on sensitive environmental resources. Implementation of the Erosion Control Plan, the National Pollutant Discharge Elimination System (NPDES) permit and associated SWPPP, and the BMPs as discussed below will minimize the potential for construction-related surface water pollution and ensure that water quality in off-site waterways and wetlands would not be compromised by erosion and sedimentation during construction.

Temporary Fencing. Where appropriate, the City's contractor will install construction barrier fencing (including sediment fencing and straw wattles) to prevent contaminants and debris from entering off-site surface waters. Before construction begins, the City or its contractor will identify the locations for the barrier fencing and mark those locations with stakes or flagging.

SWPPP. A SWPPP will be implemented as part of the NPDES Permit and a General Construction Activity Storm Water Permit to minimize the potential for sediments or contaminants to enter off-site waterways.

Equipment. The City will comply with applicable stormwater ordinances, stormwater management plans, and BMPs to prevent or minimize the potential release of equipment-related petroleum contaminants into adjacent surface waters and groundwater. Implementation of standard construction procedures and precautions for working with petroleum and construction chemicals will further ensure that the impacts related to chemical handling during project construction will be minor.

Hazardous Materials. The City will implement appropriate hazardous material management practices and other good housekeeping measures to reduce the potential for chemical spills or releases of contaminants, including any non-stormwater discharge to adjacent surface waters. Implementation of these measures will minimize the potential for surface and groundwater contamination.

Erosion Control. The project design will incorporate permanent erosion control elements to ensure that stormwater runoff does not cause soil erosion. Erosion and sediment control plans will comply with the City's Grading Ordinance, which requires reducing erosion and retaining sediment on-site.

Toxic Materials Control and Spill Response Plan. The following measures will be incorporated into the plan and implemented to avoid or minimize the risk of spills or discharges of toxic materials into adjacent surface waters.

- Prepare a hazardous material spill prevention, control, and countermeasure plan before construction and implement during construction.
- Prevent raw cement, concrete or concrete washings, asphalt, paint or other coating material, oil or other petroleum products, or any other substances that could be hazardous to aquatic life from contaminating the soil or entering off-site surface waters.
- Prevent discharge of drilling mud and fluids into off-site surface waters by using appropriate containment, disposal, and storage methods.
- Prevent discharge of turbid water or sediment-laden runoff to off-site surface waters by using sediment filters, diverting the water to a settling tank, and/or implementing other erosion and water quality control BMPs.
- Clean up all spills immediately according to the spill prevention, control, and countermeasure plan.
- Provide areas located outside of sensitive environmental areas for staging and storing equipment, materials, fuels, lubricants, solvents, and other possible contaminants.
- Prevent hazardous materials from entering waters. The construction contractor will notify the City Fire Department if evidence of soil or groundwater contamination is encountered during construction activities. Construction in that area will be halted until the Fire Department has evaluated the find and remediation is completed, if necessary.

2.6.1.1 Traffic Management Plan

The City will require the construction contractor to implement a traffic management plan, including a construction schedule and plan to meet the City's notice procedures, before construction activities are initiated. This plan will identify general methods by which construction activities will be managed to minimize substantial delays to traffic as discussed below.

Communication. Develop and implement a public information campaign that describes the nature and duration of construction activities and when construction related temporary "controlled conditions" and/or travel delays are expected. Particular attention will be placed on special events (e.g., school graduations or Placer County Fairgrounds events) that may attract unfamiliar users to the City's roadway system. The City is currently doing public outreach and will continue the outreach program throughout project design and construction.

Construction. Describe and analyze the number of employees and their site parking areas, and the number of trucks, their routing and staging, and operating hours.

Wayfinding. Position and operate changeable message sign trailers at strategic locations and employ other temporary signage as necessary to advise motorists, pedestrians and bicyclists of pending construction activities and alternate routes.

Emergency Vehicle Response. The contractor will coordinate with City Police and Fire Departments to ensure that all potential effects of construction traffic controls are clearly communicated understood by public safety providers.

2.6.1.2 Noise Control Measures

The following measures will be incorporated into the construction specifications for the proposed project to reduce and control noise generated by construction-related activities, consistent with City ordinances and standards:

- Noise-generating construction activities from the City's construction contractor will be restricted consistent with the City's Noise ordinance (Monday through Friday from 7:00 a.m. to 7:00 p.m., and Saturday and Sunday from 8:00 a.m. to 8:00 p.m.).
- All construction equipment will have sound-control devices no less effective than those provided on the original equipment. No equipment will have an unmuffled exhaust.
- Appropriate additional noise-reducing measures will be implemented, including the following: stationary construction equipment will be located as far as possible from sensitive uses; sensitive uses will be identified on construction drawings; and excessive equipment idling will be prohibited when the equipment is not in use.

2.6.1.3 Hazards and Hazardous Materials Measures

The construction documents will identify materials that are considered hazardous. The project contractor will be required to develop a health and safety plan (prepared by a registered industrial hygienist) that addresses release prevention measures; employee training, notification, and evacuation procedures; and adequate emergency response protocols and cleanup procedures.

The contractor will comply with the California Occupational Safety and Health Administration standards for the storage and handling of fuels, flammable materials, and common construction-related hazardous materials and for fire prevention (California Labor Code, Division 5, Chapter 2.5).

2.6.2 City of Roseville Mitigating Ordinances, Guidelines, and Standards

As part of the proposed project, the City will implement the following regulations and ordinances to reduce potential environmental impacts associated with the project.

- Noise Regulation (Roseville Municipal Code Ch.9.24).
- Urban Stormwater Quality Management and Discharge Control Ordinance (Roseville Municipal Code Ch.14.20).
- Stormwater Quality Design Manual (Resolution 07-432).
- City of Roseville Design and Construction Standards (Resolution 07-137).
- Community Design Guidelines (Resolution 95-347).

2.7 Required Approvals

Required permits and approvals are shown in Table 2-2. Local approvals required to construct and operate the proposed project include adoption of the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Plan by the City Council and approval of the project plans and specifications and construction contract. In addition, the proposed construction activities would trigger Section 402 of the Clean Water Act, which requires coverage under the National Pollutant Discharge Elimination System Permit from the State Water Resources Control Board. This coverage would require development and implementation of a SWPPP. No other state or federal approvals are required for the proposed project.

Table 2-2. Permits and Approvals Needed for the Proposed Project

Agency	Permit/Approval
City of Roseville	Adoption of the Mitigated Negative Declaration
City of Roseville	Approval of the Mitigation Monitoring and Reporting Plan
City of Roseville	Approval of Plans and Specifications and Construction Contract
City of Roseville	Approval of pre-construction approach ramp stockpiling and any related City required permits (such as grading permit).
State Water Resources Control Board	Clean Water Act Section 402 coverage under the NPDES Permit (Order No. 00-06-DWQ)

Chapter 3

Environmental Checklist

1. Project Title:	Roseville Parkway Extension Project
2. Lead Agency Name and Address:	City of Roseville 311 Vernon Street Roseville, CA 95678
3. Contact Person and Phone Number:	Terri Shirhall Environmental Coordinator Development Services Department (916) 774-5362
4. Project Location:	The project would be constructed on approximately 12 acres of primarily City-owned property in north Roseville, in western Placer County, California. The project site is located between Foothills Boulevard on the west, and Washington Boulevard on the east. The project site falls within the Roseville 7.5-minute U.S. Geological Survey topographic quadrangle map in Section 21 of Township 11 North, Range 6 East, Mount Diablo Base and Meridian.
5. Project Sponsor's Name and Address:	City of Roseville 311 Vernon Street Roseville, CA 95678
6. General Plan Designation:	Industrial and Light Industrial
7. Zoning:	General Industrial and Light Industrial
8. Description of Project:	The project would extend Roseville Parkway by approximately 0.75 mile, from its current terminus at Washington Boulevard westerly to Foothills Boulevard. The project includes construction of an overpass of the Union Pacific Railroad tracks and Industrial Avenue which run parallel to one another at the crossing location. The new road would include two travel lanes in each direction, raised median with related utility relocations and storm drain improvements, followed by 5-foot-wide on-street Class II bike lanes. Three-foot-wide curbs and gutter would be backed by a 10-foot-wide multi-use path on the south side and 8-foot-wide sidewalk on the north side of the new roadway. The total project area would encompass approximately 12 acres.
9. Surrounding Land Uses and Setting:	The project site is currently dominated by disturbed annual grasslands. Industrial development borders the site along most of the south boundary and along the eastern third of the north boundary. The Highland Reserve residential development is located near the project's eastern end, along the east side of Washington Boulevard and along both sides of existing Roseville Parkway. Industrial development is located near the project's western boundary, on the west side of Foothills Boulevard
10. Other Public Agencies Whose Approval is Required:	

State Water Resources Control Board—Clean Water Act Section 402, National Pollutant Discharge Elimination System Permit for disturbance of more than 1 acre of land.

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun?

On September 23, 2019, the City of Roseville sent certified letters to the Tribes listed below requesting consultation and/or information regarding tribal resources in the project area.

- United Auburn Indian Community of the Auburn Rancheria (UAIC)
- Shingle Springs Band of Miwok Indians (SSBMI)

The letters requested a response within 30 days. Both tribes responded requesting consultation and consultation was initiated. As discussed in Initial Study Section 3.2.18 Tribal Cultural Resources, after exchanging additional information, both consultations were closed with agreement.

3.1 Environmental Factors Potentially Affected

The environmental factors checked below would potentially be affected by this project (i.e., the project would involve at least one impact that is a “Potentially Significant Impact”), as indicated by the checklist on the following pages.

- | | | | |
|---|--|---|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agricultural and Forestry | <input checked="" type="checkbox"/> Air Quality | <input checked="" type="checkbox"/> Biological Resources |
| <input checked="" type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Geology/Soils | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards and Hazardous Materials |
| <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise |
| <input type="checkbox"/> Population/Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation/Traffic |
| <input checked="" type="checkbox"/> Tribal Cultural Resources | <input type="checkbox"/> Utilities/Service Systems | <input type="checkbox"/> Mandatory Findings of Significance | |

3.2 Determination

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions to the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have an impact on the environment that is "potentially significant" or "potentially significant unless mitigated" but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards and (2) has been addressed by mitigation measures based on the earlier analysis, as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the project, nothing further is required.

T. Skill
Signature

7/14/2020
Date

3.2.1 Aesthetics

I. Aesthetics	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings along a scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.2.1.1 Setting

The project site lies within an urbanizing area of North Roseville. Roseville and its environs are generally characterized as a transitional zone between the Central Valley's flat terrain and the Sierra Nevada foothills. On clear days, long-range views in the project vicinity include the Sierra Nevada to the east, the Sutter Buttes to the north, and the Coast Ranges to the west. The project site and nearby undeveloped areas consist of flat disturbed annual grasslands.

RV Storage, lumber yard, self-storage and FedEx dominate the views south from the project site. To the west are views of landscaping and surface parking of Cokevo Inc. and First Tech Federal Credit Union. To the north are views of annual grasslands and the Roseville Parkway Industrial Center. To the east are views of the Highland Reserve residential development. Industrial Avenue and Union Pacific Railroad (UPRR) tracks run through the center of the project site in a north/south direction.

The primary viewer groups that would have views of the proposed project are employees at the Roseville Parkway Industrial Center and other similar uses, nearby residents and travelers on adjacent roads. Mature trees and shrubs planted along

property lines and along Washington Boulevard to the east and Foothills Boulevard to the west partially obscure views of the project site from all directions.

3.2.1.2 Impact Analysis

a) Would the project have a substantial adverse effect on a scenic vista?

There are no designated scenic vistas in the project vicinity. The proposed project would consist of an 0.75-mile extension of Roseville Parkway between Washington Boulevard and Foothills Boulevard with an overpass of the UPRR tracks and Industrial Avenue, which run parallel to one another at the crossing location. The low-lying structures would not be evident beyond the project vicinity and the overpass would be similar to overpasses to the north and south. Therefore, the impact would be less than significant.

b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

The project site is not located near or within view of any state or locally designated scenic highway. Further, no scenic resources have been identified in the vicinity of the project site; therefore, there would be no impact.

c) Would the project, in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Removal of existing vegetation, site grading, and roadway and overpass construction would introduce heavy equipment, including backhoes, bulldozers, and excavators, into the viewshed of all viewer groups, creating temporary effects on views of and from the project site during the construction period. These activities would be visible from ground-level and elevated vantages. However, the visual effects of construction activities would be less than significant because of their temporary character and the transience of some viewers passing by the project site.

The proposed project would consist of an 0.75-mile extension of Roseville Parkway between Washington Boulevard and Foothills Boulevard with an overpass of the UPRR tracks and Industrial Avenue. The extension of Roseville Parkway would alter the site's visual character and would be visible to residents to the east, Roseville Parkway Industrial Center and other similar uses employees, and nearby travelers. However, the conversion of the project site from undeveloped grassland to a planned roadway extension would be consistent with existing zoning and visually compatible with adjacent roadways and overpasses and would not permanently

degrade either the visual character of the project site or its surroundings, nor would it be inconsistent with existing City regulations governing scenic quality. The impact would be less than significant, and no mitigation is required.

d) Would the project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?

The proposed project would include streetlights similar to existing streetlights in the project vicinity and larger Roseville area. The conversion of the project site from undeveloped grassland to a roadway would be visually compatible with existing roadways and would not create substantial unnecessary light. The impact would be less than significant, and no mitigation is required.

No aspect of the project would create a new source of substantial glare. No impact would occur.

3.2.1.3 Mitigation Measures

The proposed project would not result in any potentially significant impacts on aesthetic resources. Therefore, no mitigation measures are necessary.

3.2.2 Agricultural and Forestry Resources

II. Agricultural and Forestry Resources	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use or conflict with a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.2.2.1 Setting

The proposed project site is currently fallow and consists of undeveloped and disturbed annual grassland. The project site was historically used for livestock grazing.

According to the California Department of Conservation's California Important Farmland Finder for Placer County, the project site's eastern half is designated as "Urban and Built-Up Land" while the western half is designated as "Grazing Land" (California Department of Conservation 2016). Lands to the west and east of the project site are designated as "Urban and Built-Up Land." Land along the northern and southern project boundaries include both "Urban and Built-Up Land" and "Grazing Land."

The project site is not restricted to agricultural uses under the California Land Conservation Act of 1965 (Williamson Act). East of Industrial Avenue the project site is designated as "Easement or Right of Way" and zoned General Industrial. West of Industrial Avenue the project site is designated Light Industrial and zoned Light Industrial.

3.2.2.2 Impact Analysis

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

The project site is designated as Urban and Built-Up Land and Grazing Land and contains no Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (California Department of Conservation 2016). No impact would occur.

b) Conflict with existing zoning for agricultural use or conflict with a Williamson Act contract?

The project site is fallow and designated and zoned for industrial or light industrial use. The project site is not under Williamson Act contract. Therefore, the proposed project would not conflict with existing zoning for agricultural use or conflict with a Williamson Act contract. No impact would occur.

c) Conflict with existing zoning for, or cause rezoning of forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

There is no forest land, timberland, or timberland production on the project site or in the City of Roseville. Therefore, the proposed project would not conflict with existing zoning for, or cause rezoning of, these resources. No impact would occur.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

The project site consists of disturbed annual grassland. Thus, the proposed project would not result in the loss or conversion of forest land. No impact would occur.

e) Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?

The project site is not designated or zoned for agricultural or forest use and contains no active agricultural uses or forest land. The adjacent parcels are also not designated or zoned for agricultural or forest use and they contain no active

agricultural uses or forest land. The undeveloped parcels in the project area consist of disturbed annual grasslands. No impact would occur.

3.2.2.3 Mitigation Measures

The proposed project would not result in any potentially significant impacts on agricultural and forestry resources. Therefore, no mitigation measures are necessary.

3.2.2.4 References

California Department of Conservation. 2016. California Important Farmland Finder. Available: <https://maps.conservation.ca.gov/DLRP/CIFF/>. Accessed: April 8, 2020.

3.2.3 Air Quality

III. Air Quality	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
When available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Cumulatively considerable net increase of any criteria pollutant for which the project region is a nonattainment area for an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Exposure of sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.2.3.1 Setting

The project site is located in the city of Roseville in western Placer County, which is within the Sacramento Valley Air Basin (SVAB). Concentrations of ozone, carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), lead (Pb), and particulate matter (PM₁₀ and PM_{2.5}) are commonly used as indicators of ambient air quality conditions. These pollutants are known as *criteria pollutants* and are regulated by the U.S. Environmental Protection Agency (USEPA) and California Air Resources Board (CARB) through national ambient air quality standards (NAAQS) and California ambient air quality standards (CAAQS), respectively. The NAAQS and CAAQS define clean air and represent the maximum amount of pollution that can be present in outdoor air without any harmful effects on people and the environment. Other pollutants of concern in the project area are nitrogen oxides (NO_x) and reactive organic gases (ROG), which are precursors to ozone, and toxic air contaminants (TAC), which can cause cancer and other human health ailments.

Criteria pollutant concentrations in Placer County and the SVAB are measured at several monitoring stations. The nearest station to the proposed project is the Roseville North Sunrise Avenue station, which is approximately 3.7 miles southeast of the project site. Monitoring data show that the station experienced several violations of the ozone CAAQS and NAAQS each year between 2016 and 2018, and violations of the PM₁₀ and PM_{2.5} NAAQS in 2018 (California Air Resources Board

2020a). Data collected from monitoring stations throughout the region, including the Roseville North Sunrise Avenue station, are used to designate Placer County as nonattainment, maintenance, or attainment for the NAAQS and CAAQS. Based on the most recent local monitoring data, the SVAB portion of Placer County is currently classified nonattainment for the federal and state ozone standards, nonattainment for the federal PM_{2.5} standard, and nonattainment for the state PM₁₀ standard (California Air Resources Board 2020b; U.S. Environmental Protection Agency 2020).

The Placer County Air Pollution Control District (PCAPCD) is responsible for ensuring that the NAAQS and CAAQS are met within Placer County. PCAPCD manages air quality through a comprehensive program that includes long-term planning, regulations, incentives for technical innovation, education, and community outreach. For example, the *2017 Sacramento Regional 8-Hour Attainment and Reasonable Further Progress Plan* (2017 Ozone Plan) outlines strategies to achieve the federal ozone standard throughout the entire nonattainment area of the SVAB. PCAPCD has also adopted rules and regulations applicable to individual projects and emissions generating sources within Placer County.

PCAPCD's *CEQA Handbook* (2017) provides guidance for evaluating project-level air quality impacts, including thresholds to assist lead agencies in evaluating the significance of project generated criteria pollutant and precursor emissions. PCAPCD's thresholds are based on the new source review (NSR) rule, which requires stationary sources to offset emissions in excess of the identified thresholds. PCAPCD (2017) concludes that there is no difference between emissions from stationary sources and those generated by land use uses, and as such, the NSR rule and associated thresholds are equally applicable to all sources. Based on analysis of current regional goals to attain the NAAQS and CAAQS, PCAPCD (2017) has demonstrated that the NSR emission offset requirements are appropriate in addressing the potential air quality impacts from new land use projects in Placer County.

Table 3-1 outlines PCAPCD's recommended thresholds. The thresholds consider whether a project's emissions would result in a cumulatively considerable adverse contribution to existing air quality conditions. If a project's emissions would be less than these levels, the project would not be expected to result in a cumulatively considerable contribution to the significant project-level and cumulative impact.

Table 3-1. Placer County Air Pollution Control District Criteria Pollutant and Precursor Thresholds (pounds per day)

Source	Ozone Precursor Emissions		PM10
	ROG	NO _x	
Construction (short-term)	82	82	82
Operational (long-term)	55	55	82

Source: Placer County Air Pollution Control District 2017

NO_x = nitrogen oxides

PM10 = particulate matter 10 microns or less in diameter

ROG = reactive organic gases

PCAPCD also considers localized CO emissions to result in significant impacts if concentrations exceed the CAAQS. The air district has adopted the following screening criteria that provide a conservative indication of whether project-generated traffic would cause a potential CO hot spot. If both criteria are met, PCAPCD recommends traffic-generated CO concentrations be modeled and compared with the CAAQS to determine impact significance.

- Vehicle emissions generated by the project exceed 550 pound per day, **and**
- Either of the following scenarios would occur:
 - Peak-hour level of service (LOS) on one or more streets or at one or more intersections (both signalized and non-signalized) in the project vicinity would be degraded from an acceptable LOS (e.g., A, B, C, or D) to an unacceptable LOS (e.g., E or F), or
 - Project would substantially worsen an already existing unacceptable peak-hour LOS on one or more streets or at one or more intersections in the project vicinity. *Substantially worsen* includes situations where delay would increase by 10 seconds or more when project-generated traffic is included.

PCAPCD has also adopted a threshold to evaluate receptor exposure to TAC. The “substantial” TAC threshold defined by the PCAPCD is the probability of contracting cancer for the maximum exposed individual exceeding 10 in a million. This risk threshold is used by PCAPCD to evaluate potential risks for both existing and new sources in Placer County (Placer County Air Pollution Control District 2017).

3.2.3.2 Impact Analysis

a) Conflict with or obstruct implementation of the applicable air quality plan?

The federal Clean Air Act requires that an air quality attainment plan be prepared for areas with air quality violating the NAAQS. The air quality attainment plan sets forth the strategies and pollution control measures that states will use to attain the NAAQS by the earliest practical date. PCAPCD's air quality attainment plans are based, in part, on regional population and employment (and thus vehicle miles

traveled [VMT]) growth projections from Sacramento Area Council of Governments (SACOG). Thus, a project's conformance with SACOG's Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) that was considered in the preparation of the air quality attainment plans would demonstrate that the project would not conflict with or obstruct implementation of plans.

The proposed project was included in the regional emissions analysis conducted by SACOG for the conforming 2020 MTP/SCS (Sacramento Area Council of Governments 2019). Accordingly, the project's operational emissions (which include the ozone precursors ROG and NO_x) would not exacerbate nonattainment conditions or conflict with air quality plans adopted to attain and maintain the CAAQS and NAAQS (i.e., the 2017 Ozone Plan). This impact would be less than significant. No mitigation is required.

b) Cumulatively considerable net increase of any criteria pollutant for which the project region is a nonattainment area for an applicable federal or state ambient air quality standard?

Construction

The predominant pollutants associated with construction of the proposed project are fugitive dust (PM₁₀) from earthmoving activities and combustion pollutants, particularly ROG and NO_x, from heavy equipment and trucks. ROG would also be generated from paving activities.

Construction emissions were estimated using the latest Sacramento Metropolitan Air Quality Management District's (SMAQMD) Road Construction Model. While the model was developed for Sacramento conditions in terms of fleet emission factors, silt loading, and other model assumptions, it is considered adequate for estimating linear road construction emissions by the PCAPCD (in its air quality analysis guidance) and is used for that purpose in this project analysis.

Construction is anticipated to occur over five phases, (1) Grubbing/Land Clearing; (2) Grading/Excavation; (3) Drainage/Utilities/Sub-Grade; (4) Paving; and (5) Overpass Construction. Activities would occur over 9.5 months, commencing in fall 2021. Project-specific model inputs were provided by the project engineers, Mark Thomas & Company (Cervantes pers. comm.).

Estimated unmitigated construction emissions are summarized in Table 3-2. Appendix A provides the full list of modeling assumptions.

Table 3-2 Estimated Unmitigated Criteria Pollutant Emissions from Project Construction (pounds per day)

Construction Phase	ROG	NO _x	PM ₁₀ ^a
Grubbing/Land Clearing	7	82	24

Construction Phase	ROG	NO _x	PM10 ^a
Grading/Excavation	7	88	24
Drainage/Utilities/Sub-Grade	4	46	22
Paving	2	26	1
Overpass Construction	3	33	1
Maximum daily ^b	15	167	48
PCAPCD threshold	82	82	82
Exceed threshold?	No	Yes	No

NO_x = nitrogen oxides

PCAPCD = Placer County Air Pollution Control District

PM10 = particulate matter 10 microns or less in diameter.

ROG = reactive organic gases

^a Accounts for fugitive dust control, as modeled by the Road Construction Emissions Model, achieved by use of on-site water trucks.

^b Represents the highest emissions during concurrent construction activity.

As shown in Table 3-2, construction of the proposed project would not generate ROG or PM10 emissions in excess of PCAPCD's thresholds. The proposed project would comply with the City's Design and Construction Standards, further reducing fugitive dust emissions during site grading through implementation of best management practices (BMP) such as application of chemical soil stabilizers, vehicle speed controls, and limits on grading during strong wind events.

While ROG and PM10 emissions would be below PCAPCD's thresholds, estimated maximum daily NO_x emissions would exceed 82 pounds per day. Based on the construction schedule, peak construction activity and associated emissions would occur in late 2021/early 2022 when the following phases could occur concurrently: Grading/Excavation, Drainage/Utilities/Sub-Grade, and Overpass Construction. This is a potentially significant impact.

Mitigation Measure AQ-1 is required to reduce maximum daily NO_x emissions to below PCAPCD's threshold. The measure requires all off-road equipment to meet USEPA-approved Tier 4 final emissions standards. The mitigation also requires construction equipment be maintained in proper working condition and minimize idling time, consistent with PCAPCD best practices. As shown in Table 3-3, with implementation of Mitigation Measure AQ-1, NO_x emissions would be reduced below PCAPCD's significance threshold, reducing this potential impact to less than significant.

Table 3-3. Estimated Mitigated Criteria Pollutant Emissions from Project Construction (pounds per day)

Construction Phase	ROG	NO _x	PM10 ^a
Grubbing/Land Clearing	3	19	21
Grading/Excavation	3	19	21
Drainage/Utilities/Sub-Grade	2	8	20

Construction Phase	ROG	NO _x	PM10 ^a
Paving	1	8	<1
Overpass Construction	2	6	<1
Maximum daily ^b	7	35	41
PCAPCD threshold	82	82	82
Exceed threshold?	No	No	No

NO_x = nitrogen oxides

PCAPCD = Placer County Air Pollution Control District

PM10 = particulate matter 10 microns or less in diameter.

ROG = reactive organic gases

^a Accounts for fugitive dust control, as modeled by the Road Construction Emissions Model, achieved by use of on-site water trucks.

^b Represents the highest emissions during concurrent construction activity.

Operation

Operation of the proposed project would result in changes in travel patterns and VMT in the local and regional transportation network. Vehicle emissions were estimated using the California Department of Transportation's (Caltrans) CT-EMFAC model and vehicle activity data provided by the project traffic engineer, Kimley-Horn (Weir pers. comm.). Consistent with the traffic analysis performed for the Amoruso Ranch Specific Plan, emissions were modeled for existing (2011) and cumulative (2035) with and without project conditions. The VMT data includes vehicle activity for the entire SACOG region. The CT-EMFAC program assumed project operating conditions during average annual conditions for the SVAB portion of Placer County. CARB's (2019) adjustment factors to account for the effects of the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule were applied to the CT-EMFAC Output.¹

Table 3-4 presents the estimated operational emissions under existing conditions and cumulative conditions. The net change in emissions is compared to PCAPCD's ROG, NO_x, and PM10 thresholds. Appendix A provides the VMT and CT-EMFAC emission factors.

Table 3-4. Estimated Criteria Pollutant Emissions from Project Operation (pounds per day)

Period	ROG	NO _x	PM10
Existing (2011) no project	15,036	109,971	126,065
Existing (2011) plus project	15,029	109,954	126,054
Cumulative (2035) no project	2,493	24,521	181,153
Cumulative (2035) plus project	2,490	24,494	181,101
Existing plus project vs. existing no project	-7	-17	-11
Cumulative plus project vs. cumulative no project	-2	-28	-52

¹ The SAFE Vehicles Rule proposes to withdraw California's waiver to establish State-specific vehicle fuel economy standards and establish uniform, national carbon dioxide and fuel economy standards.

Period	ROG	NO _x	PM ₁₀
<i>PCAPCD threshold</i>	55	55	82
<i>Exceed threshold?</i>	No	No	No
NO _x = nitrogen oxides PCAPCD = Placer County Air Pollution Control District PM ₁₀ = particulate matter 10 microns or less in diameter. ROG = reactive organic gases			

As shown in Table 3-4, operation of the proposed project would not generate ROG, NO_x, or PM₁₀ emissions in excess of PCAPCD's thresholds. Rather, emissions would be reduced relative to the no project condition under both modeling scenarios (existing and cumulative). Accordingly, this impact would be less than significant, and no mitigation is required.

c) Exposure of sensitive receptors to substantial pollutant concentrations

Sensitive receptors are facilities that house or attract children, the elderly, and people with illnesses, or others who are especially sensitive to the effects of air pollutants. Hospitals, schools, convalescent facilities, and residential areas are examples of sensitive receptors.

Industrial development borders the project site along most of the north and south boundaries and along the eastern third of the north boundary. Industrial development is also located near the project's west boundary, on the west side of Foothills Boulevard. The Highland Reserve residential development is located near the project's east end. The closest residential receptors are adjacent to the current intersection of Washington Boulevard and Roseville Parkway. There are no hospitals, schools, or convalescent facilities within 1,000 feet of the project area.

The primary pollutants of concern with respect to health risks to sensitive receptors are criteria pollutants (regional and local) and TAC. Ozone precursors (ROG and NO_x) and PM are considered regional pollutants because they affect air quality on a regional scale. Localized pollutants are deposited and potentially affect population near the emissions source. Because these pollutants dissipate with distance, emissions from individual projects can result in direct and material health impacts on adjacent sensitive receptors. The localized criteria pollutants of concern that would be generated by the project are PM (fugitive dust) and CO.

Criteria Pollutants

Regional Emissions (ROG, NO_x, and PM)

PCAPCD develops region-specific California Environmental Quality Act (CEQA) thresholds of significance in consideration of existing air quality concentrations and attainment or nonattainment designations under the NAAQS and CAAQS.

Recognizing that air quality is a cumulative problem, PCAPCD typically considers projects that generate criteria pollutants and ozone precursor emissions that are

below the thresholds to be minor in nature. Such projects would not adversely affect air quality or exceed the NAAQS or CAAQS. As described under response “b” above, construction of the project would not generate ROG, NO_x, or PM₁₀ emissions in excess of PCAPCD’s thresholds with implementation of Mitigation Measure AQ-1. Operation of the project would reduce ROG, NO_x, or PM₁₀, and as such, the project would not be expected to contribute a significant level of air pollution that would degrade long-term, regional air quality within the SVAB.

The California Supreme Court’s decision in *Sierra Club v. County of Fresno* (6 Cal. 5th 502) (hereafter referred to as the Friant Ranch Decision) reviewed the long-term, regional air quality analysis contained in the environmental impact report (EIR) for the proposed Community Plan Update and Friant Ranch Specific Plan (Friant Ranch Project). The Friant Ranch Project is a 942-acre master-plan development in unincorporated Fresno County within the San Joaquin Valley Air Basin, an air basin currently in nonattainment under the NAAQS and CAAQS for ozone and PM_{2.5}. The Court found that the EIR’s air quality analysis was inadequate because it failed to provide enough detail “for the public to translate the bare [criteria pollutant emissions] numbers provided into adverse health impacts or to understand why such a translation is not possible at this time.” The Court’s decision clarifies that environmental documents must attempt to connect a project’s regional air quality impacts to specific health effects or explain why it is not technically feasible to perform such an analysis.

While regional criteria pollutant emissions generated by construction of the project would not result in a significant impact, consistent with the Friant Ranch Decision, Table 3-5 provides a conservative estimate of potential health effects associated with these emissions. The estimates were developed using SMAQMD’s draft Project Health Effects Tool (version 1). The draft Minor Project Health Screening Tool was developed by SMAQMD, on behalf of regional air districts in the Sacramento Federal Nonattainment Area (SFNA), including western Placer County (Ramboll 2019). SMAQMD conducted photochemical and health effects modeling of hypothetical projects throughout the SFNA with NO_x, ROG and PM_{2.5} emissions at 82 pounds per day, which corresponds to the highest daily emissions threshold of all SFNA air districts. The tool outputs the estimated health effects at the 82 pound per day emissions rate by spatial interpolating the health effects from the hypothetical projects based on user inputs for the latitude and longitude coordinates of a project.

The results presented in Table 3-5 are conservative for two reasons. First, they are based on a source generating 82 pounds per day of ROG, NO_x, and PM_{2.5}. As shown in Table 3-3, maximum mitigated daily emissions during construction are well below 82 pounds. Second, the results assume the source would generate emissions 365 days per year. Construction of the project would require 240 working days over 9.5 months. For these reasons, any increase in regional health risks associated with project-generated construction emissions would be less than those presented in

Table 3-5, which are already very small increases over the background incident health effect. As such, related impacts are considered less than significant, and no mitigation is required.

Table 3-5. Conservative Estimate of Increased Regional Health Effect Incidence Resulting from Construction of the Project (cases per year)

Health Endpoint	Age Range ^a	Mean Incidences (per year) ^b	Percent of Background Health Incidence ^c
Emergency Room Visits, Asthma	0–99	1	<1%
Mortality, All Cause	30–99	2	<1%
Hospital Admissions, Asthma	0–64	<1	<1%
Hospital Admissions, All Cardiovascular ^d	65–99	<1	<1%
Hospital Admissions, All Respiratory	65–99	<1	<1%
Acute Myocardial Infarction, Nonfatal	18–24	<1	<1%
Acute Myocardial Infarction, Nonfatal	25–44	<1	<1%
Acute Myocardial Infarction, Nonfatal	45–54	<1	<1%
Acute Myocardial Infarction, Nonfatal	55–64	<1	<1%
Acute Myocardial Infarction, Nonfatal	65–99	<1	<1%
Hospital Admissions, All Respiratory	65–99	<1	<1%
Mortality, Non-Accidental	0–99	<1	<1%
Emergency Room Visits, Asthma	0–17	<1	<1%
Emergency Room Visits, Asthma	18–99	1	<1%

Source: SMAQMD Minor Project Health Screening Tool, version 1, published January 2020.

Note: The analysis point is in the center of the project alignment at 38.787412, -121.307778.

^a Affected age ranges are shown. Other age ranges are available, but the endpoints and age ranges shown here are the ones used by the USEPA in their health assessments. The age ranges are consistent with the epidemiological study that is the basis of the health function.

^b Health effects are shown in terms of incidences of each health endpoint and how it compares to the base (2035 base year health effect incidences, or "background health incidence") values. Health effects and background health incidences are across the Northern California model domain.

^c The percent of background health incidence uses the mean incidence. The background health incidence is an estimate of the average number of people that are affected by the health endpoint in a given population over a given period of time. In this case, these background incidence rates cover the modeled domain. Health incidence rates and other health data are typically collected by the government as well as the World Health Organization. The background incidence rates used here are obtained from BenMAP, as reported in SMAQMD's Minor Project Health Screening Tool, version 1.

^d Less Myocardial Infarctions.

Localized Fugitive Dust

During earthmoving activities required for construction, localized fugitive dust would be generated. The amount of dust generated by a project is highly variable and dependent on the size of the disturbed area at any given time, the amount of activity, soil conditions, and meteorological conditions. Dust emissions would be controlled through adherence to the City's Design and Construction Standards, which require chemical stabilizers and other on-site BMPs. Accordingly, the proposed project would not expose sensitive receptors to substantial fugitive dust concentrations. This impact would be less than significant, and no mitigation is required.

Localized Carbon Monoxide

Continuous engine exhaust during project operations may elevate localized CO concentrations, resulting in hot spots. Receptors exposed to these CO hot spots may have a greater likelihood of developing adverse health effects, such as fatigue, headaches, confusion, dizziness, and chest pain. CO hot spots are typically observed at heavily congested intersections where a substantial number of gasoline-powered vehicles idle for prolonged durations throughout the day. As discussed above, PCAPCD has developed screening criteria to assist lead agencies in evaluating potential impacts from localized CO. Based on the analysis conducted using daily VMT and CT-EMFAC, operation of the proposed project would reduce CO emissions relative to the no project condition under both modeling scenarios (existing and cumulative). The traffic analysis report prepared by Kimley-Horn (2020) also indicates that operation of the project would neither degrade peak-hour LOS to an unacceptable level nor substantially worsen delay at affected intersections. Accordingly, the project meets PCAPCD's CO screening criteria and therefore would not expose sensitive receptors to substantial CO concentrations. This impact would be less than significant, and no mitigation is required.

Toxic Air Contaminants

Naturally Occurring Asbestos

Naturally occurring asbestos (NOA) is a TAC and is the name given to naturally occurring fibrous silicate minerals. NOA can be released from serpentine and ultramafic rocks when the rock is broken or crushed during construction earthmoving activities. The inhalation of asbestos fibers into the lungs can result in a variety of adverse health effects, including inflammation of the lungs, respiratory ailments, and cancer (e.g., mesothelioma) (United States Environmental Protection Agency 2018). Projects located in an area "most likely" to contain NOA are required by PCAPCD to prepare and submit a naturally occurring asbestos dust mitigation plan (ADMP).

Accordingly to the California Department of Conservation's *A General Location Guide for Ultramafic Rocks in California*, there are no geologic features normally associated with NOA (i.e., serpentine rock or ultramafic rock near fault zones) in or near the project area (California Department of Conservation 2000). As such, there is no potential for impacts related to NOA emissions during construction activities and the project is not required to submit an ADMP. Accordingly, the proposed project would not expose sensitive receptors to substantial NOA concentrations. This impact would be less than significant, and no mitigation is required.

Diesel Particulate Matter

Diesel particulate matter (DPM) is a TAC generated by diesel-fueled equipment and vehicles. Short-term exposure to DPM can cause acute irritation (e.g., eye, throat, and bronchial), neurophysiological symptoms (e.g., lightheadedness and nausea),

and respiratory symptoms (e.g., cough and phlegm). Heavy-duty equipment used during construction would generate DPM, which could expose adjacent receptors to associated health risks. However, DPM emissions would be minor (less than 1 pound per day) and only occur over a period of 9.5 months. The short-term construction period is well below the 30-year exposure period typically associated with increased cancer risks. Moreover, DPM from construction equipment would be transitory and spread throughout the entire 0.75-mile segment, as opposed to being concentrated at a single location. Pursuant to Mitigation Measure AQ-1, all off-road equipment would also meet USEPA-approved Tier 4 final emissions standards. Accordingly, construction of the proposed project would not expose sensitive populations to substantial pollutant concentrations. This impact would be less than significant, and no mitigation is required.

Mobile Source Air Toxics

USEPA has identified nine compounds as priority mobile source air toxics (MSAT)—1,3-Butadiene, acetaldehyde, acrolein, benzene, DPM, ethylbenzene, formaldehyde, naphthalene, and polycyclic organic matter. These air toxics are generated by motor vehicles and may result in an increase in risk of cancer and other serious health effects. The Federal Highway Administration (FHWA) (2016) has issued guidance that outlines a tiered for evaluating MSATs for transportation projects. Based on the three project categories outlined in FHWA's guidance, the proposed project is considered a project with low potential MSAT impacts because average daily traffic (ADT) in the project area would not exceed 20,000 vehicles under cumulative (2035) plus project conditions (Kimley-Horn 2020). Consequently, ADT would be below FHWA's MSAT ADT threshold of 140,000 vehicles for projects with higher potential for MSAT impacts.

VMT estimated for the proposed project is slightly lower than under no project conditions because the roadway connection provides a more direct and efficient travel route (Weir pers. comm.). This reduction in VMT would lead to lower overall MSAT emissions. The extension of Roseville Parkway at Washington Boulevard would move some traffic closer to nearby homes; therefore, there may be localized areas where ambient concentrations of MSATs could be higher than the cumulative no project condition. However, Roseville Parkway is not considered a high-traffic road or roadway with significant diesel volumes (California Air Resources Board 2005²). Accordingly, operation of the project would not expose sensitive receptors to substantial MSAT concentrations. This impact would be less than significant, and no mitigation is required.

² CARB's (2005) *Air Quality and Land Use Handbook* defines high-traffic urban roads as those with greater than 100,000 vehicles per day and high-traffic rural roads as those with greater than 500,000 vehicles per day. ADT in the project area for the project under cumulative year (2035) conditions would not exceed 20,000 vehicles (Kimley-Horn 2020). Heavy-duty trucks on local roadways throughout the city typically comprise no more than approximately 2 percent of ADT.

d) Other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Although offensive odors rarely cause any physical harm, they can be unpleasant, leading to citizen complaints to local governments and air districts. Diesel-powered equipment operating during construction may generate odors that are evident in the immediately surrounding area. These activities would be intermittent and temporary in duration and, therefore, would not result in nuisance odors. The project does not meet any of the facility types identified by CARB (2005) or PCAPCD (2017) as odor-generating; thus, the project would not generate substantial operational odors. Accordingly, the proposed project would not create objectionable odors affecting a substantial number of people. This impact would be less than significant, and no mitigation is required.

3.2.3.3 Mitigation Measures

Mitigation Measure AQ-1: Reduce construction-generated emissions from equipment exhaust

The City shall require its prime construction contractor to implement the following measures to reduce construction-generated emissions from equipment and vehicle exhaust. The list of required measures was informed by PCAPCD's recommended construction mitigation measures.

- Use construction equipment with engines meeting USEPA Tier 4 Final or better emission standards. Equipment requirements may be waived by the City, but only under any of the following unusual circumstances: if a particular piece of off-road equipment with Tier 4 Final standards is technically not feasible; not commercially available; or there is a compelling emergency need to use off-road equipment that does not meet the equipment requirements above. If the City grants the waiver, the contractor shall use the next cleanest piece of off-road equipment available, in the following order: Tier 4 Interim, Tier 3, and then Tier 2 engines.
- Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes (California Code of Regulations, Title 13, sections 2449(d)(3) and 2485). Provide clear signage that posts this requirement for workers at the entrances to the site.
- Maintain all construction equipment in proper working condition according to manufacturer's specifications.

3.2.3.4 References Cited

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3.2.4 Biological Resources

IV. Biological Resources	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance (including essential fish habitat)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.2.4.1 Methods

This biological resources section is based on information provided by Madrone Ecological Consulting, LLC. (Madrone) that included a review of standard sources, and biological surveys conducted on September 5 and 25, 2019 (Madrone Ecological Consulting, LLC 2019a, 2019b). ICF biologists conducted additional

surveys on March 19 and April 10, 2020 to document existing conditions and to conduct focused special-status plant surveys. The 2020 surveys also assessed natural areas outside the project footprint to account for potential indirect effects on aquatic resources and special-status species. This buffer area includes undeveloped habitat consisting mostly of grassland within approximately 250 feet of the project footprint. The project footprint and buffer area comprise the study area.

The following sources of information were reviewed and used to support this analysis.

- A list of sensitive species from the California Natural Diversity Database (CNDDDB) records search of the Roseville, Sheridan, Lincoln, Gold Hill, Rocklin, Folsom, Citrus Heights, Rio Linda, and Pleasant Grove U.S. Geological Survey (USGS) 7.5-minute quadrangles (California Department of Fish and Wildlife 2020).
- California Native Plant Society's (CNPS) *Inventory of Rare and Endangered Plants of California* for the same USGS quadrangles listed above under CNDDDB (California Native Plant Society 2020).
- Aquatic Resources Delineation Report for Roseville Parkway Extension prepared for the City of Roseville and approved jurisdictional determination issued by the U.S. Army Corps of Engineers (USACE) (Madrone Ecological Consulting, LLC 2019a).
- Roseville Parkway Stockpile Study Area—Habitat Suitability Analysis for Special-Status Species memorandum prepared for the City of Roseville for the project site (Madrone Ecological Consulting, LLC 2019b).
- Approved Jurisdictional Determination and Approved Jurisdictional Determination Form from the Department of the Army, USACE, Sacramento District (U.S. Army Corps of Engineers 2019).
- Addendum to the North Industrial Planning Area (NIPA) Parcel 50-Foothills Corporate Center Grading Plan Mitigated Negative Declaration (SCH#2012092020, Adopted October 11, 2012) (City of Roseville 2012).
- Clean Water Act Section 401 Technically Conditioned Water Quality Certification; Coastal Partners, LLC, Foothill Distribution Center Project (WDID#5A31CR00331), Placer County (Central Valley Regional Water Quality Control Board 2012).
- Personal communication between Ms. Sarah VonderOhe (Madrone Ecological Consulting) and Ms. Stefanie Tadlock (Central Valley Regional Water Quality Control Board [RWQCB]) on December 5, 2019 regarding the state jurisdictional status of the artificially created features on the project site. During this telephone conversation, Ms. Tadlock concurred that the features would not be considered waters of the State.

This information was used to develop lists of special-status species and vegetation communities of special concern that could be present in the project vicinity, and to determine the extent of previous mitigation requirements (including habitat compensation for federally listed branchiopods) implemented for other nearby projects that overlap with the study area.

3.2.4.2 Setting

The study area is located in the transition zone between the Sacramento Valley and northern Sierra Nevada Foothill subregions of the California Floristic Province (Baldwin et al. 2012:42, 43). The topography in the study area is relatively level with some small hills, and elevations range from approximately 100 to 150 feet above mean sea level.

The natural communities in the study area are interspersed with roadways, UPRR tracks, commercial and industrial areas, and residential development. Natural communities identified during botanical field surveys are described in the following subsections. The descriptions of the aquatic resources are based primarily on information from the aquatic resources delineation report (Madrone Ecological Consulting, LLC 2019a).

The study area supports both common natural communities and natural communities of special concern. Common natural communities are habitats with low species diversity that are widespread, reestablish naturally after disturbance, or support primarily nonnative species. These communities are not generally protected by agencies unless the specific site is habitat for or supports special-status species (e.g., raptor foraging or nesting habitat, upland habitat in a wetland watershed). The common natural community in the study area is annual grassland.

Natural communities of special concern are habitats considered sensitive because of their high species diversity, high productivity, unusual nature, limited distribution, or declining status. Local, state, and federal agencies consider these habitats important. The CNDDB contains a current list of rare natural communities throughout the state. There are no natural communities of special concern in the study area.

Natural communities and developed areas within the study area are described below.

Annual Grassland

The study area predominantly consists of a disturbed annual grassland, which is dominated by the following nonnative annual grasses and forbs: soft brome (*Bromus hordeaceus*), wild and slender oats (*Avena fatua* and *A. barbata*), Italian rye grass (*Festuca perennis*), Mediterranean barley (*Hordeum marinum* ssp. *gussoneanum*), medusahead grass (*Elymus caput-medusae*), yellow star-thistle (*Centaurea solstitialis*), winter vetch (*Vicia villosa*), prickly lettuce (*Lactuca serriola*), wild

geranium (*Geranium dissectum*), and big heron bill (*Erodium botrys*) (Madrone Ecological Consulting, LLC 2019a). Native species observed at lower densities include: slender tarweed (*Holocarpha virgata*), turkey mullein (*Croton setiger*), spikeweed (*Centromadia fitchii*), miniature lupine (*Lupinus bicolor*), small-flowered fiddleneck (*Amsinckia menziesii*), Spanish lotus (*Acmispan americanus*), and butter n' eggs (*Triphysaria eriantha* ssp. *eriantha*).

Developed Areas

Developed land in an around the study area consists of commercial and industrial areas (e.g., Roseville RV storage, Celebrations Party Rentals and Tents, Erickson Framing, and FedEx), roadways, and UPRR tracks.

Irrigated Wetlands

Six irrigated wetlands, totaling 0.259 acre, were mapped in the eastern half of the study area by Madrone (2019a) (Figure 3-1). These features are small, shallow depressions that contain plant species indicative of summer moisture, which is thought to originate from periodic irrigation runoff from adjacent landscaping (Madrone Ecological Consulting, LLC 2019a). Although 1.24 inches of rain had fallen between March 14 and 18, 2020, these features did not contain water during the March 19, 2020 site visit conducted by ICF (National Oceanic and Atmospheric Administration 2020). This lack of water suggests that these irrigated wetlands do not hold surface water for very long, which would discourage aquatic invertebrates from inhabiting these wetland features. The irrigated wetlands include the following dominant species: Italian rye grass, spike rush (*Eleocharis macrostachya*), Mediterranean barley, hyssop loosestrife (*Lythrum hyssopifolia*), tall flat sedge (*Cyperus eragrostis*), soft rush (*Juncus effusus*), sandbar willow (*Salix exigua*), black willow (*S. gooddingii*), and Fremont's cottonwood (*Populus fremontii*). The irrigated wetlands are artificially created features and were determined to be non-jurisdictional by the USACE and RWQCB (Madrone Ecological Consulting, LLC 2019a; U.S. Army Corps of Engineers 2019; VonderOhe pers.comm.).

Artificially Created Seasonal Wetland

Three artificially created seasonal wetlands (totaling 0.035 acre) were mapped in the western portion of the study area in 2019 (Figure 3-1) (Madrone Ecological Consulting, LLC 2019a). Dominant plant observed species in the seasonal wetlands include: Italian rye grass, hyssop loosestrife, toad rush (*Juncus bufonius* var. *bufonius*), needle-leaf navarretia (*Navarretia intertexta*), and purslane speedwell (*Veronica peregrina*).

Historical aerial photography of the study area was reviewed and prior to 2016 no wetlands were present; therefore, it was determined that these features were the result of grading activities that occurred in 2016 (Madrone Ecological Consulting,

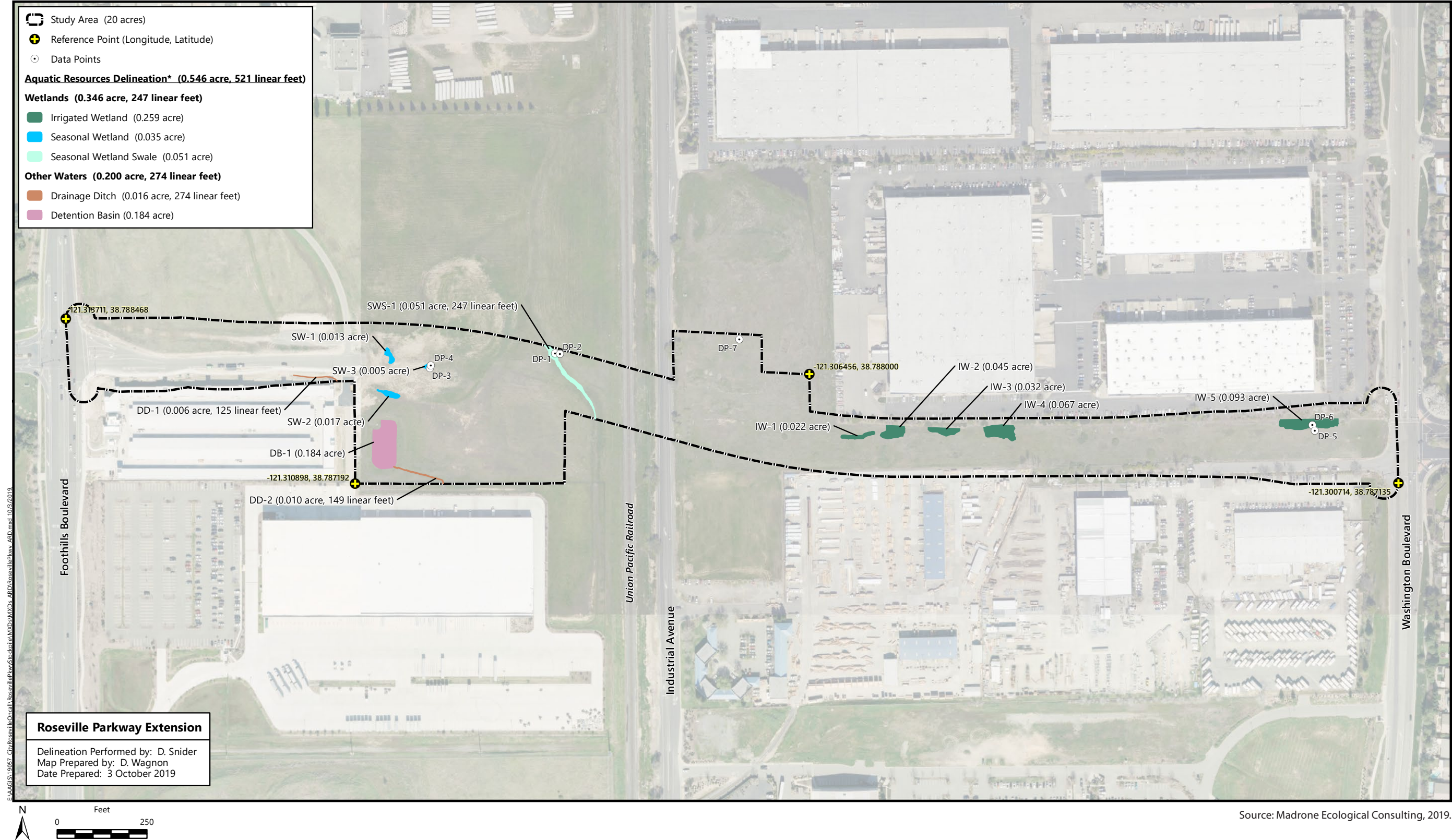


Figure 3-1 Biological Resources

LLC 2019a). During the March 2020 ICF site visit, these features contained moist soil, but lacked standing water, despite the 1.24 inches of rain that fell between March 14 and 18, 2020 (National Oceanic and Atmospheric Administration 2020).

The 2016 grading was part of a grading plan that covered two parcels, totaling 60 acres between Foothills Boulevard and Industrial Boulevard. The 60 acres graded in 2016 overlap with the eastern half of the proposed project. The grading plan was analyzed under the NIPA PCL 50-Foothills Corporate Center Grading Plan Mitigated Negative Declaration (City of Roseville 2012). Mitigation for the Foothills Corporate Center grading project included a payment to the National Fish and Wildlife Fund for the purchase of 0.272 acre of vernal pool creation credits to mitigate for 0.258 acre of impacts on waters of the United States (Central Valley Regional Water Quality Control Board 2012).

The seasonal wetlands are artificially created features and were determined to be non-jurisdictional by the USACE and RWQCB (Madrone Ecological Consulting, LLC 2019a; U.S. Army Corps of Engineers 2019; VonderOhe pers.comm.).

In the grassland north of and adjacent to the study area, 15 topographic depressions were observed during the April 10, 2020 site visit (a protocol delineation was not conducted); these features were either inundated or saturated, and were dominated by the same suite of plant species observed in the study area, with the addition of bracted popcorn flower (*Plagiobothrys bracteatus*). In the western half of the grassland containing the study area, there are two long linear features (approximately 475 and 725 feet long) draining north; the remaining features are relatively small and scattered in the grassland containing the study area. East of Industrial Avenue in the grassland containing the study area, a long wetland ditch extends to a larger wetland ringed with black willow, sandbar willow, and Fremont's cottonwood.

Seasonal Wetland Swale

A 0.051-acre seasonal wetland swale was mapped in the western portion of the study area in 2019 (Figure 3-1) (Madrone Ecological Consulting, LLC 2019a). Dominant plant species in the swale included Italian rye grass, small quaking grass (*Briza minor*), medusahead, medusahead grass, Mediterranean barley, and hyssop loosestrife.

This feature is fed by runoff from an industrial building on the south side of the study area, ultimately draining to the storm drain system (Madrone Ecological Consulting, LLC 2019a). Although the seasonal wetland swale existed prior to construction of the industrial building, historic aerial imagery and the aquatic mapping for the grading in 2016 indicate that this feature did not receive sufficient water to function as a wetland (Madrone Ecological Consulting, LLC 2019a). During the March 19, 2020 site visit, ICF biologists observed the swale's continuation north through a

large topographical depression that had been recently tilled. Continuing north, beyond the topographical depression, the swale passes through the southeast corner of the Albertsons grocery store distribution center property and into a ditch. The ditch is bounded on the east by the railroad, and on the west by the Albertsons development. On March 19, 2020, surface water was present in the swale and the soil was saturated. No invertebrates were observed.

The seasonal wetland swale within the project boundary was determined to be non-jurisdictional by the USACE and RWQCB (Madrone Ecological Consulting, LLC 2019a; U.S. Army Corps of Engineers 2019; VonderOhe pers.comm.).

Drainage Ditch

Two drainage ditches are located in the western half of the study area. Dominant plant species observed within the two western ditches include sedges (*Carex* sp.), cattails (*Typha* sp.), and Italian rye grass.

The features in the western half of the study area appear to have been excavated for drainage purposes in support of industrial development (Madrone Ecological Consulting, LLC 2019a) (Figure 3-1). These ditches are connected to other human-made features (culverts and detention basins). The two western ditches were determined to be non-jurisdictional by the USACE and RWQCB (Madrone Ecological Consulting, LLC 2019a; U.S. Army Corps of Engineers 2019; VonderOhe pers.comm.).

Detention Basin

A 0.184-acre detention basin is located in the southwestern portion of the study area and abuts the FedEx Ground and Roseville Self Storage facilities (Figure 3-1). Dominant plant species observed in the detention basin included spike rush, cattails (*Typha* spp.), and rabbits foot grass (*Polypogon monspeliensis*).

This feature was constructed to capture runoff from the commercial facilities. The detention basin was determined to be non-jurisdictional by the USACE and RWQCB (Madrone Ecological Consulting, LLC 2019a; U.S. Army Corps of Engineers 2019; VonderOhe pers.comm.). On March 19, 2020, the basin was inundated (estimated to be less than 1 foot deep), which was likely the result of 1.24 inches of rain that had fallen between March 14 and 18, 2020 (National Oceanic and Atmospheric Administration 2020). Invertebrates and tadpoles (Pacific tree frog [*Pseudacris regilla*]) were observed in the detention basin during the March 19, 2020 site visit by ICF biologists.

3.2.4.3 Special-Status Species

For the purpose of this initial study/mitigated negative declaration (IS/MND), special-status species are plants and animals that are legally protected under the federal

Endangered Species Act (ESA), California Endangered Species Act (CESA), or other regulations, and species that are considered sufficiently rare by the scientific community to qualify for such listing. Special-status plants and animals are those species in any of the categories listed below.

- Species listed or proposed for listing as threatened or endangered under the federal ESA (50 Code of Federal Regulations Section 17.11 [listed animals], 50 Code of Federal Regulations Section 17.12 [listed plants], and various notices in the *Federal Register* [proposed species]).
- Species that are candidates for possible future listing as threatened or endangered under the federal ESA (80 *Federal Register* 80584, December 24, 2015).
- Species listed or proposed for listing by the State of California as threatened or endangered under CESA (14 California Code of Regulations Section 670.5).
- Species that meet the definitions of rare or endangered under CEQA (State CEQA Guidelines Section 15380).
- Plants listed as rare under California Native Plant Protection Act (California Fish and Game Code Section 1900 et seq.).
- Plants with a California Rare Plant Rank of 1 or 2.
- Animal species of special concern to the California Department of Fish and Wildlife (CDFW).
- Animals fully protected in California (California Fish and Game Code Section 3511 [birds], Section 4700 [mammals], Section 5050 [amphibians and reptiles], and Section 5515 [fish]).

Based on a review of this information and surveys conducted by Madrone (2019a, 2019b) and ICF biologists, the project site and adjacent areas that contain annual grasslands and seasonal wetlands and swales support potential habitat for the following special-status plant and wildlife species.

Special-Status Plant Species

Based on queries of the CNDDDB, CNPS's rare plant inventory, the U.S. Fish and Wildlife Service (USFWS) website, a review of Madrone 2019a and 2019b, and ICF's vegetation survey, 15 special-status plant species were identified as occurring in the project region (Table 3-6). The natural communities in the study area contain potential habitat for eight of the 15 species. The remaining seven species have habitat or microhabitat requirements that are not present in the study area or that occur at elevations substantially higher than the study area. Additionally, the relatively high level of historical and ongoing disturbance drastically reduces the quality of potential habitat for special-status plant species in the study area.

The April 10, 2020 botanical survey of the study area coincided with the identifiable period of eight special-status plants with potential to occur in the study area. No special-status plant species were observed in the study area and as a result, are not further analyzed in this document.

Table 3-6. Sensitive Plant Species Known or with Potential to Occur in the Project Region

Common Name Scientific Name	Status ^a	Geographic Distribution	General Habitat Description	Blooming Period	Likelihood for Occurrence in the Study Area
	Federal/ State/CRPR				
Big-scale balsamroot <i>Balsamorhiza macrolepis</i>	—/—/1B.2	Scattered occurrences in the Coast Ranges and Sierra Nevada Foothills	Sometimes on serpentine soils in chaparral, cismontane woodland, valley and foothill grassland; 295–5,101 feet.	March–June	None: The disturbed grassland in the study area supports low-quality habitat. Species was not observed during appropriately timed April 10, 2020 botanical survey.
Valley brodiaea <i>Brodiaea rosea</i> ssp. <i>vallicola</i>	—/—/4.2	Northern Sierra Nevada Foothills, eastern Sacramento Valley, northeastern San Joaquin Valley	Valley and foothill grassland (swales), vernal pools, on old alluvial terraces composed of silty, sandy, gravelly loam; 30–1,100 feet.	April–May (June)	None: The disturbed grassland in the study area supports low-quality habitat. Species was not observed during appropriately timed April 10, 2020 botanical survey.
Hispid bird's-beak <i>Chloropyron molle</i> ssp. <i>hispidum</i>	—/—/1B.1	Central Valley in Alameda, Fresno, Kern, Merced, Placer, and Solano Counties	Meadows and seeps, playas, valley and foothill grassland, on alkaline soils; 3–508 feet	June–September	None: The disturbed grassland does not contain suitable alkaline soil habitat. Species was not observed during appropriately timed September 5 and 25, 2019 wetland survey.
Brandegge's clarkia <i>Clarkia biloba</i> ssp. <i>brandegeae</i>	—/—/4.2	Northern Sierra Nevada foothills from Butte County to El Dorado County	Chaparral, oak woodland; 970–2,900 feet	May–July	None: Study area does not contain suitable habitat (chaparral or oak woodland).
Dwarf downingia <i>Downingia pusilla</i>	—/—/2B.2	Central Valley	Valley and foothill grassland (mesic), vernal pools; below 1,459 feet	March–May	None: The seasonal wetland swale supports marginally suitable hydrology and could provide suitable habitat. Species was not observed during appropriately timed April 10, 2020 botanical survey.

Common Name Scientific Name	Status ^a	Geographic Distribution	General Habitat Description	Blooming Period	Likelihood for Occurrence in the Study Area
	Federal/ State/CRPR				
Stinkbells <i>Fritillaria agrestis</i>	—/—/4.2	Outer North Coast Ranges, Sierra Nevada Foothills, Central Valley, central western California	Grasslands, foothill woodlands, and open grassy areas in chaparral, between 30–5,100 ft	March–June	None: The disturbed grassland in the study area supports low-quality habitat. Species was not observed during appropriately timed April 10, 2020 botanical survey.
Boggs Lake hedge-hyssop <i>Gratiola heterosepala</i>	—/E /1B.2	Inner North Coast Ranges, Central Sierra Nevada Foothills, Sacramento Valley and Modoc Plateau: Fresno, Lake, Lassen, Madera, Merced, Modoc, Placer, Sacramento, Shasta, Siskiyou, San Joaquin, Solano, and Tehama Counties; also Oregon	Clay soils in areas of shallow water, marshes and swamps (lake margins), vernal pools; 33–7,791 feet	April–August	None: Species requires vernal pools or seasonal wetlands with extended hydroperiod, which do not occur in the study area. Species was not observed during appropriately timed April 10, 2020 botanical survey.
Ahart's dwarf rush <i>Juncus leiospermus</i> var. <i>ahartii</i>	—/—/1B.2	Eastern Sacramento Valley, northeastern San Joaquin Valley with occurrences in Butte, Calaveras, Placer, Sacramento, Tehama, and Yuba Counties	Wet areas in valley and foothill grassland (mesic); 98–751 feet	March–May	None: Species requires vernal pools or seasonal wetlands with extended hydroperiod, which do not occur in the study area. Species was not observed during appropriately timed April 10, 2020 botanical survey.
Red Bluff dwarf rush <i>Juncus leiospermus</i> var. <i>leiospermus</i>	—/—/1B.1	Northern Sacramento Valley and Cascade Range foothills with occurrences in Butte, Placer, Shasta, and Tehama Counties	Seasonally wet areas in chaparral, cismontane woodland, meadows and seeps, valley and foothill grassland, vernal pools; 115–4,101 feet	March–June	None: Species requires vernal pools or seasonal wetlands with extended hydroperiod, which do not occur in the study area. Species was not observed during appropriately timed April 10, 2020 botanical survey.

Common Name Scientific Name	Status ^a	Geographic Distribution	General Habitat Description	Blooming Period	Likelihood for Occurrence in the Study Area
	Federal/ State/CRPR				
Legenere <i>Legenere limosa</i>	—/—/1B.1	Primarily in the lower Sacramento Valley, also from north Coast Ranges, northern San Joaquin Valley and the Santa Cruz Mountains	Deep, seasonally wet habitats such as vernal pools, ditches, marsh edges, and river banks; below 2,887 feet	April–June	None: The recently constructed detention basin contains potential low-quality habitat, but the feature is hydrologically isolated and species occurrence is extremely unlikely. Species was not observed during appropriately timed April 10, 2020 botanical survey.
Pincushion navarretia <i>Navarretia myersii</i> ssp. <i>myersii</i>	—/—/1B.1	Central Valley in Amador, Calaveras, Merced, Placer, and Sacramento Counties	Edge of vernal pools; 66–1,083 feet	April–May	None: The seasonal wetland swale has low-quality potentially suitable habitat. Species was not observed during appropriately timed April 10, 2020 botanical survey.
Adobe navarretia <i>Navarretia nigelliformis</i> ssp. <i>nigelliformis</i>	—/—/4.2	Great Valley and adjacent foothills	Vernal pools and clay flats; below 3,280 feet	April–June	None: The seasonal wetland swale has low-quality potentially suitable habitat. Species was not observed during appropriately timed April 10, 2020 botanical survey.
Sacramento Orcutt grass <i>Orcuttia viscida</i>	E/E/1B.1	Endemic to Sacramento County	Vernal pools; 98–328 feet	April–July	None: The seasonal wetland swale has low-quality potentially suitable habitat. Species was not observed during appropriately timed April 10, 2020 botanical survey.
Sanford's arrowhead <i>Sagittaria sanfordii</i>	—/—/1B.2	Scattered locations in Central Valley and Coast Ranges	Marshes and swamps (assorted shallow, slow-moving freshwater); below 2,132 feet	May–Oct	None: The recently constructed detention basin contains potential low-quality habitat, but the feature is hydrologically isolated and species occurrences is extremely unlikely. Species was not observed during appropriately timed April 10, 2020 botanical survey.

^a Status explanations:

Status ^a		General Habitat Description	Blooming Period	Likelihood for Occurrence in the Study Area
Common Name	Federal/ State/CRPR			
Scientific Name	Geographic Distribution			
Federal				
E = Listed as endangered under the federal ESA.				
— = No listing status.				
State				
E = Listed as endangered under CESA.				
— = No listing status.				
CRPR				
1B = rare, threatened, or endangered in California and elsewhere.				
2 = rare, threatened, or endangered in California but more common elsewhere.				
4 = limited distribution; species on a watch list				
.1 = seriously endangered in California (over 80% of occurrences threatened–high degree and immediacy of threat).				
.2 = fairly endangered in California (20–80% occurrences threatened).				

Special-Status Wildlife Species

Based on a review of existing information, including a special-status species habitat evaluation conducted by Madrone (2019b), CNDDDB species occurrences within 5 miles of the study area [2020], and USFWS species list [2020] for the study area, 23 special-status wildlife species were determined to have the potential to occur in the project region (Table 3-7). After completion of the 2020 field surveys and review of species distribution and habitat requirements data, the biologists determined that 18 of the 23 species would not occur in the study area because the area lacks suitable habitat or is outside the species' known range. An explanation for the absence of each of these species from the study area is provided in Table 3-7.

Two special-status bat species (Townsend's big-eared bat [*Corynorhinus townsendii townsendii*] and western red bat [*Lasiurus blossevillei*]) could forage over the study area but are not expected to roost in the study area based on the lack of suitable roost trees or structures.

The CNDDDB contains records of vernal pool fairy shrimp (*Branchinecta lynchi*), a federally threatened species, and vernal pool tadpole shrimp (*Lepidurus packardii*), a federally endangered species, in the vicinity of the study area. Based on a special-status species habitat assessment conducted by Madrone in 2019 for the project (2019b), vernal pool tadpole shrimp and vernal pool fairy shrimp are not expected to occur in the study area. Madrone (2019b) provides the following rationale for the species absence. No aquatic resources within the study area were observed to have the appropriate hydroperiod for vernal pool tadpole shrimp (i.e., inundation of at least 54 days to complete life cycle, but with complete dry-down). Three seasonal wetlands and a seasonal wetland swale that occur within the study area may inundate sufficiently to support vernal pool fairy shrimp (i.e., 18-day life cycle); however, these wetlands were formed as a result of construction in the fall of 2016. The area where these wetlands formed was disturbed during the 2012/2013 construction and then again in 2016. It appears that the wetlands are located on fill material, and the relatively minimal vegetation that has established since their creation indicates that the fill soil was likely sterile. There are no aquatic resources upstream of the study area wetlands that could provide a source for the species to become established, and there is no apparent hydrological connection to any other wetland features. This effectively eliminates the transport of vernal pool shrimp or their eggs through watershed processes.

Suitable habitat is present in the study area for the remaining five species listed and discussed below.

- Western spadefoot (*Spea hammondi*)
- Swainson's hawk (*Buteo swainsoni*)

- Northern harrier (*Circus cyaneus*)
- White-tailed kite (*Elanus lucurus*)
- Burrowing owl (*Athene cunicularia*)

Western Spadefoot

The western spadefoot is designated as a state species of special concern. Western spadefoot toads typically inhabit lowland habitats such as washes, floodplains of rivers, alluvial fans, playas, and alkali flats. This species may also be found in the foothills and mountain regions. Western spadefoot toads prefer areas of open vegetation and short grasses where the soil is sandy or gravelly (U.S. Fish and Wildlife Service 2005). They are found in the valley and foothill grasslands, open chaparral, and pine-oak woodlands. Spadefoot toads are primarily terrestrial and require upland habitats for feeding and for constructing burrows for their long dry-season dormancy (U.S. Fish and Wildlife Service 2005). They require wetlands for reproduction and have been observed in a variety of permanent and temporary wetlands including rivers, creeks, pools in intermittent streams, vernal pools, and temporary rain pools (U.S. Fish and Wildlife Service 2005). Larval development can be completed in 3 to 11 weeks but has been known to take up to 79 days from hatching to metamorphosis (U.S. Fish and Wildlife Service 2005). Vernal pools and other temporary wetlands may be optimal for breeding because of the absence or reduced abundance of predators (U.S. Fish and Wildlife Service 2005).

The detention basin provides potential breeding habitat for western spadefoot because it retains water for a sufficient period of time to support larval development (minimum of 30 days). The closest CNDDDB occurrences for spadefoot in the vicinity of the study area consists of a 1990 record in the vicinity of Pleasant Grove Boulevard and Woodcreek Oaks Boulevard, approximately 1.1 miles southwest of the study area (California Department of Fish and Wildlife 2020).

Table 3-7. Sensitive Wildlife Species Known or with Potential to Occur in the Project Region

Common Name Scientific Name	Legal Status (Federal/State)^a	General Habitat Description	Likelihood of Occurrence in the Study Area
Invertebrates			
Conservancy fairy shrimp <i>Branchinecta conservatio</i>	E/-	Largest California fairy shrimp species most often found in large (3,900 to 7,500 meter square) clay bottom vernal pools to very large (356,253 meter square) vernal lakes.	None: Wetland habitat in the study area does not provide the characteristics of occupied habitat known to support Conservancy fairy shrimp.
Vernal pool fairy shrimp <i>Branchinecta lynchi</i>	T/-	Found in Central Valley, central and south Coast Ranges from Tehama County to Santa Barbara County; isolated populations also in Riverside County; common in vernal pools; also found in sandstone rock outcrop pools.	None: Wetland habitat in the study area does not provide the characteristics of occupied habitat known to support vernal pool fairy shrimp.
Vernal pool tadpole shrimp <i>Lepidurus packardii</i>	E/-	Found from Shasta County south to Merced County; occur in vernal pools and ephemeral stock ponds.	None: Wetland habitat in the study area does not provide the characteristics of occupied habitat known to support vernal pool tadpole shrimp.
Valley elderberry longhorn beetle <i>Desmocerus californicus dimorphus</i>	T/-	Stream side habitats below 3,000 feet throughout the Central Valley; occur in riparian and oak savanna habitats with elderberry shrubs; elderberries are the host plant.	None: No elderberry shrubs are present in the study area.
Amphibians			
California red-legged frog <i>Rana aurora draytonii</i>	T/SSC	Found along the coast and coastal mountain ranges of California from Marin County to San Diego County and in the Sierra Nevada from Tehama County to Fresno County; occur in permanent and semipermanent aquatic habitats, such as creeks and cold-water ponds, with emergent and submergent vegetation; may estivate in rodent burrows or cracks during dry periods.	None: No suitable perennial aquatic habitat is present within the study area and the species has not been previously documented within valley grassland habitat in western Placer County. The closest CNDDB occurrences are more than 30 miles north and northeast of the study area.

Common Name Scientific Name	Legal Status (Federal/State) ^a	General Habitat Description	Likelihood of Occurrence in the Study Area
Western spadefoot <i>Spea hammondi</i>	–/SSC	Breeding and egg laying in seasonal wetlands such as vernal pools and stock ponds, spends most of the year underground in burrows in annual grasslands and oak woodlands within the Sierra Nevada foothills, Central Valley and Coast Ranges.	Low: Potential habitat is present at the detention basin in the study area. However, this basin is bound by development to the south and west and annual grassland to the north and east and is routinely disturbed, which reduces the likelihood of occurrence in the study area. Closest CNDDB occurrence is 1.1 miles southwest of the study area (California Department of Fish and Wildlife 2020).
Reptiles			
Giant garter snake <i>Thamnophis couchi gigas</i>	T/T/–	Sloughs, canals, low gradient streams and freshwater marsh habitats where there is a prey base of small fish and amphibians; also found in irrigation ditches and rice fields; requires grassy banks and emergent vegetation for basking and areas of high ground protected from flooding during winter.	None: No suitable perennial marsh or drainage habitat is present within the study area.
Pacific pond turtle <i>Actinemys marmorata</i>	–/SSC	Occurs throughout California west of the Sierra-Cascade crest; found from sea level to 6,000 feet; does not occur in desert regions except for along the Mojave River and its tributaries; occupies ponds, marshes, rivers, streams, and irrigation canals with muddy or rocky bottoms and with watercress, cattails, water lilies, or other aquatic vegetation in woodlands, grasslands, and open forests.	None: No suitable perennial aquatic habitat is present within the study area. The closest potential habitat is approximately 0.6 mile to the southwest at Woodcreek Golf Club (California Department of Fish and Wildlife 2020).
Birds			
Bank swallow <i>Riparia riparia</i>	–/T	Occurs along the Sacramento River from Tehama County to Sacramento County, along the Feather and lower American Rivers, in the Owens Valley; and in the plains east of the Cascade Range in Modoc, Lassen, and northern Siskiyou Counties.	None: No suitable river or stream bank habitat is present in study area. No known CNDDB occurrence within 2 miles of the study area.

Common Name Scientific Name	Legal Status (Federal/State) ^a	General Habitat Description	Likelihood of Occurrence in the Study Area
		Small populations near the coast from San Francisco County to Monterey County. Nests in bluffs or banks, usually adjacent to water, where the soil consists of sand or sandy loam, along streams, coastal bluffs, and sand/gravel pits.	
Burrowing owl <i>Athene cunicularia hypugaea</i>	–/SSC	Lowlands throughout California, including the Central Valley, northeastern plateau, southeastern deserts, and coastal areas; rare along south coast; level, open, dry, heavily grazed or low stature grassland or desert vegetation with available burrows.	Low: Grassland in the study area represents potential breeding and wintering habitat for the species. No known occurrences within the study area and species was not detected during September 2019 surveys conducted by Madrone (2019b) and March 2020 surveys conducted by ICF.
California black rail <i>Laterallus jamaicensis coturniculus</i>	–/T, FP	Permanent resident in the San Francisco Bay and eastward through the Delta into Sacramento and San Joaquin Counties; small populations in Marin, Santa Cruz, San Luis Obispo, Orange, Riverside, and Imperial Counties; tidal salt marshes associated with heavy growth of pickleweed; also occurs in brackish marshes or freshwater marshes at low elevations. Recently discovered northern Sierra Nevada foothill population occupies shallow, densely vegetated freshwater wetlands.	None: No suitable freshwater marsh habitat is present within the study area. No known CNDDB occurrence within 2 miles of the study area.
Grasshopper sparrow <i>Ammodramus savannarum</i>	–/SSC	Dry, dense grasslands with a variety of grasses and tall forbs and scattered shrubs in the foothills of the Sierra Nevada and Coast Ranges from Mendocino and Trinity Counties south to San Diego County.	Moderate: Suitable foraging and nesting habitat is present within annual grassland in the study area.
Northern harrier <i>Circus cyaneus</i>	–/SSC	Occurs in grasslands, meadows, marshes, and seasonal and agricultural wetlands throughout lowland California.	High: Suitable nesting and foraging habitat is present within annual grassland in study area. Species was observed foraging in the vicinity of the study area during the March 2020 survey conducted by ICF.

Common Name Scientific Name	Legal Status (Federal/State) ^a	General Habitat Description	Likelihood of Occurrence in the Study Area
Purple martin <i>Progne subis</i>	–/SSC	Nests in abandoned woodpecker holes in oaks, cottonwoods, and other deciduous trees in a variety of wooded and riparian habitats. Also nests in vertical drainage holes under elevated freeways and highway.	None: No suitable nesting habitat is present in the study area.
Swainson's hawk <i>Buteo swainsoni</i>	–/T	Lower Sacramento and San Joaquin Valleys, the Klamath Basin, and Butte Valley; highest nesting densities occur near Davis and Woodland, Yolo County; nests in oaks or cottonwoods in or near riparian habitats; forages in grasslands, irrigated pastures, and grain fields.	High: Annual grassland in the study area represents suitable foraging habitat. Trees adjacent to the study area could support nesting. The closest CNADB nest sites are located 1.4 and 1.8 miles northwest from the study area (California Department of Fish and Wildlife 2020).
Tricolored blackbird <i>Agelaius tricolor</i>	–/T, SSC	Permanent resident in the Central Valley from Butte County to Kern County; breeds at scattered coastal locations from Marin County south to San Diego County; and at scattered locations in Lake, Sonoma, and Solano Counties; rare nester in Siskiyou, Modoc, and Lassen Counties; nests in dense colonies in emergent marsh vegetation, such as tules and cattails, or upland sites with blackberries, nettles, thistles, and grainfields; habitat must be large enough to support 50 pairs; probably requires water at or near the nesting colony.	None: No suitable nesting habitat is present within the study area. No known CNADB occurrence within 2 miles of the study area.
White-tailed kite <i>Elanus leucurus</i>	–/FP	Lowland areas west of Sierra Nevada from the head of the Sacramento Valley south, including coastal valleys and foothills to western San Diego County at the Mexico border; low foothills or valley areas with valley or live oaks, riparian areas, and marshes near open grasslands for foraging.	High: Annual grassland in the study area represents suitable foraging habitat. Trees adjacent to the study area could support nesting. The nearest CNADB occurrence is 0.8 mile southwest of the study area

Mammals

Common Name Scientific Name	Legal Status (Federal/State)^a	General Habitat Description	Likelihood of Occurrence in the Study Area
Townsend's big-eared bat <i>Corynorhinus townsendii townsendii</i>	–/SSC	Roosts in caves, tunnels, mines, and dark attics of abandoned buildings; very sensitive to disturbances and may abandon a roost after one on-site visit.	None: No suitable roosting habitat is present in the study area. May forage or drink in the study area.
Western red bat <i>Lasiurus blossevillii</i>	–/SSC	Found throughout much of California at lower elevations. Found primarily in riparian and wooded habitats. Occurs at least seasonally in urban areas. Day roosts in trees within the foliage. Found in fruit orchards and sycamore riparian habitats in the Central Valley.	None: Typically requires larger expanses of wooded habitat for roosting. No suitable roost trees are present in the study area. May forage or drink in the study area.

Swainson's Hawk

Swainson's hawk is a state-listed threatened species. Swainson's hawks forage in grasslands, grazed pastures, alfalfa and other hay crops, and certain grain and row croplands. Vineyards, orchards, rice, and cotton crops are generally unsuitable for foraging because of the density of the vegetation (California Department of Fish and Game 1994). They usually nest in large, mature trees. Most nest sites (87 percent) in the Central Valley are found in riparian habitats (Estep 1989), primarily because trees are more available there. Swainson's hawks also nest in mature roadside trees and in isolated trees in agricultural fields or pastures. The breeding season is from March through August (Estep 1989).

Within the study area, potential nesting habitat for Swainson's hawk is restricted to a few large ash trees along Industrial Avenue, and various other trees within nearby greenbelts that border adjacent industrial and residential developments. The closest documented Swainson's hawk nest sites are 1.4 miles to the northwest in William Huges Park and 1.9 miles to the west-northwest in Veteran's Memorial Park, both adjacent to Pleasant Grove Creek (California Department of Fish and Wildlife 2020). Annual grassland in the study area supports small rodents (e.g., mice, voles, pocket gopher), as evidenced by the numerous burrows and grass tunnels and paths throughout this habitat, and, therefore, represents suitable foraging habitat for Swainson's hawk.

Northern Harrier

Northern harrier is designated as California species of special concern. This species is a year-round resident throughout the Central Valley and is often associated with open grassland habitats and agricultural fields. Nests are found on the ground in tall, dense herbaceous vegetation (MacWhirter and Bildstein 1996). Northern harrier nests from April to September, with peak activity in June and July. The breeding population has been reduced, particularly along the southern coast, because of the destruction of wetland habitat, native grassland, and moist meadows and from the burning and plowing of nesting areas during early stages of breeding.

Suitable nesting and foraging habitat for northern harrier is present within annual grassland habitat throughout the study area.

White-Tailed Kite

White-tailed kite is designated as California species of special concern and a fully protected species under the California Fish and Game Code. White-tailed kite occurs in coastal and valley lowlands in California. White-tailed kites generally inhabit low-elevation grassland, savannah, oak woodland, wetlands, agricultural, and riparian habitats. Some large shrubs or trees are required for nesting and for communal roosting sites. Nest trees range from small, isolated shrubs and trees to

trees in relatively large stands (Dunk 1995). White-tailed kites make nests of loosely piled sticks and twigs, lined with grass and straw, near the top of dense oaks, willows, and other trees. The breeding season lasts from February through October and peaks from May to August. They forage in undisturbed, open grassland, meadows, farmland, and emergent wetlands.

White-tailed kite could forage within annual grassland habitat throughout the study area. Potential nesting habitat for white-tailed kites in the study area is restricted to a few large ash trees along Industrial Avenue, and in various other trees along nearby greenbelts that border adjacent industrial and residential developments as described above for Swainson's hawk. Nesting white-tailed kites have been documented 0.8 mile southwest of the study area along the border of Woodcreek Golf Course and Hewlett-Packard.

Burrowing Owl

Burrowing owl is a state species of special concern and is protected during its nesting season under the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code Section 3503.5. Burrowing owl is a ground-nesting raptor that typically uses burrows of other species, such as ground squirrels, for nesting, protection, and shelter. Burrowing owls are a year-long resident in a variety of grasslands, as well as in scrublands with a low density of trees and shrubs and low-growing vegetation. Burrowing owls that nest in the Central Valley may winter elsewhere. The primary habitat requirement of the burrowing owl is burrows appropriate for nesting. Burrowing owls usually nest in abandoned burrows, although they have been known to construct their own burrows in softer soils. In urban and agricultural areas, burrowing owls often use artificial burrows, such as cement culverts, cement, asphalt, or wood debris piles, or openings beneath cement or asphalt pavement, particularly pipes. This owl breeds from March through August and is most active while hunting during dawn and dusk (California Department of Fish and Game 1995).

Annual grassland in the study area represents potential wintering and breeding habitat for burrowing owls. Although no burrowing owl occurrences are known within the study area, small mammal burrows and piles of concrete rubble are present and provide potentially suitable burrow habitat. Burrowing owls or evidence of burrowing owl use (e.g., whitewash, pellets, feathers) were not observed in the study area during the September 2019 surveys conducted by Madrone (2019b) and during March 2020 surveys conducted by ICF.

Non-Special-Status Migratory Birds

In addition to special-status species, non-special-status migratory birds and raptors could nest on or adjacent to the project site, and their occupied nests and eggs are

protected by California Fish and Game Code Sections 3503 and 3503.5 and the federal MBTA.

3.2.4.4 Impact Analysis

- a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?***

Work on the project site could directly or indirectly (through habitat modification) affect wildlife species identified as special-status species in local or regional plans, policies, or regulations, or by CDFW or USFWS. There is no suitable habitat for special-status fish and botanical surveys did not identify any special-status plants on the project site. Therefore, special-status fish and plants are not analyzed in this section. A description of the potential effects on western spadefoot toad and ground-nesting migratory birds and raptors is provided below.

Western Spadefoot Toad

Although suitable breeding habitat in the detention basin would be avoided during construction, upland habitat would be removed or otherwise altered by construction activities such as grading, excavation, and stockpiling of soil. These activities could also result in injury or mortality to western spadefoot toads. Western spadefoot toads could also become entrapped in open trenches or other project facilities. Because the population of western spadefoots in western Placer County is expected to be small and a large amount of potential upland habitat would be disturbed as a result of the proposed project, the loss of individuals would be considered significant.

Implementation of Mitigation Measures BIO-1, BIO-2, and BIO-3 would reduce this impact to a less-than-significant level and ensure that the proposed project would avoid potential impacts on western spadefoot.

Special-Status and Non-Special-Status Migratory Birds and Raptors. Ground-nesting migratory birds and raptors could nest in and adjacent to the project site, including the burrowing owl and northern harrier (both California species of special concern). Riparian and oak woodland habitats in the vicinity of the project site contain numerous trees that provide suitable nesting habitat for raptor species, including Swainson's hawk (state-listed as threatened) and white-tailed kite (fully protected). Implementation of the proposed project could result in removal or disturbance of occupied bird or raptor nests during the breeding season (generally March 1–August 30). Construction activities during the breeding season that result in death of young or loss of reproductive potential would violate California Fish and Game Code Section 3503 (active bird nests) and Section 3503.5 (active raptor

nest) and the MBTA. This impact would be significant. The City will implement Mitigation Measures BIO-1, BIO-2, and BIO-4 to reduce this impact to a less-than-significant level.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

The proposed project would not have a substantial adverse effect on any riparian habitat or sensitive natural community because none occurs on the project site. There would be no impact.

c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

The proposed project would not have a substantial adverse effect on state or federally protected wetlands as defined by Section 404 of the Clean Water Act because no jurisdictional wetlands and non-wetland waters occur on the project site. The aquatic resources delineation and corresponding approved jurisdictional determination by the USACE determined that no waters of the U.S. are present on the project site (Madrone Ecological Consulting, LLC 2019a; U.S. Army Corps of Engineers 2019). As discussed previously, the RWQCB concurred with this determination and provided confirmation that the disturbed and artificially created features on the project site would not be considered waters of the State. There would be no impact.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

The study area is predominantly undeveloped but is bordered and divided by major roadways including Industrial Avenue, Foothill Boulevard, and Washington Boulevard. The study area is also bordered by industrial development to the north and south and residential development to the east. Therefore, the proposed project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. There would be no impact.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance (including essential fish habitat)?

The proposed project would not conflict with any local policies or ordinance protecting biological resources, including Chapter 19.66 (Tree Preservation) in the Roseville Municipal Code. The project site does not support native oaks that would meet the City's definition of protected trees. There would be no impact.

f) Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?

There are no approved habitat conservation plans, natural community conservation plans, or other adopted plans that would apply to the proposed project. Accordingly, there would be no impact.

3.2.4.5 Mitigation Measures

Mitigation Measure BIO-1: Install Fencing and/or Flagging to Protect Sensitive Biological Resources

Prior to construction, the City's contractor will install high-visibility orange construction fencing and/or flagging around the detention basin to ensure direct and indirect effects on suitable habitat for western spadefoot is avoided. The City will ensure that the final construction plans show the locations where fencing and/or flagging will be installed. The plans will also define the fencing installation procedure. The City or contractor (at the discretion of the City) will ensure that the fencing is maintained throughout the duration of the construction period. If the fencing is removed, damaged, or otherwise compromised during the construction period, construction activities will cease until the fencing is repaired or replaced. The project's special provisions package will provide clear language regarding acceptable fencing material and prohibited construction-related activities, vehicle operation, material and equipment storage, and other surface-disturbing activities within environmentally sensitive areas. A note specifying this information will be included on the project Improvement Plans.

Mitigation Measure BIO-2: Conduct Mandatory Environmental Awareness Training for Construction Personnel

Before any work occurs in the project area, including grading, the City will retain a qualified biologist (familiar with the resources to be protected) to conduct a mandatory contractor/worker environmental awareness training for construction personnel. The awareness training will be provided to all construction personnel

(contractors and subcontractors) to brief them on the need to avoid effects on sensitive biological resources adjacent to construction areas.

The environmental training also will cover general restrictions and guidelines that must be followed by all construction personnel to reduce or avoid effects on sensitive biological resources during project construction. The crew foreman will be responsible for ensuring that crew members adhere to these guidelines and restrictions, and that new personnel review the environmental training prior to starting work on-site.

Mitigation Measure BIO-3: Provide Escape Ramps for Wildlife and Inspect Pits and Trenches Daily

To prevent inadvertent entrapment of western spadefoot toads during construction in grassland habitat, all excavated, steep-walled holes, and trenches more than 6 inches deep, will be provided with one or more escape ramps constructed of earth fill or wooden planks and will be inspected prior to being filled to ensure that no wildlife are present. In the event that holes or pits cannot be ramped, they will be properly covered at night to prevent access by wildlife. Coverings may consist of wooden boards, metal plates, or tarps held down by soil or rocks, with no openings between the cover and the ground. The biological monitor or a designated construction crew member will inspect covered and open trenches and pits each morning and evening during construction to look for spadefoot toads or other wildlife that may have become trapped. It should be noted that spadefoot toads can fall into a trench or pit through the excavated wall of the trench or pit; therefore, these areas must be inspected daily, even if covered.

Mitigation Measure BIO-4: Construct the Project during the Nonbreeding Season or Conduct Pre-Construction Surveys for Nesting Migratory Birds and Raptors

Where vegetation removal is required to construct project features, the City will conduct this activity during the nonbreeding season for migratory birds and raptors (generally between September 1 and February 28), to the extent feasible.

If construction activities (including vegetation removal) cannot be confined to the nonbreeding season, the City will retain a qualified wildlife biologist with knowledge of the relevant species to conduct nesting surveys before the start of construction. The migratory bird and raptor nesting surveys will include a minimum of two separate surveys to look for active migratory bird and raptor nests. Surveys will include a search of all vegetation that provides suitable nesting habitat in the construction area. In addition, a 500-foot area around the construction area will be surveyed for raptors (including burrowing owl) and a 100-foot area around the construction area will be surveyed for song birds. In

addition, solitary trees and woodland habitats within 0.25 mile of the project site will be surveyed for nesting Swainson's hawks. For survey areas outside the project site, the surveyors will walk areas where property access is authorized. For portions of the survey area without property access, the biologist will scan vegetation using binoculars from the project site or from public roads. One survey should be conducted no more than 14 days prior to construction and the second survey should be conducted within 48 hours of the start of construction or vegetation removal. If no active nests are detected during these surveys, no protective measures are required.

If an active nest is found in the survey area, a no-disturbance buffer will be established around the nest site to avoid disturbance or destruction of the nest until the end of the breeding season (August 31) or after a qualified wildlife biologist determines that the young have fledged and moved out of the nesting substrate (this date varies by species). The extent of these buffers will be determined by the biologist and will depend on the level of construction disturbance, line of sight between the nest and the disturbance, ambient levels of noise and other disturbances, and other topographical or artificial barriers. Suitable buffer distances may vary between species but will be established a minimum of 50 feet from active construction for passerine species and up to 500 feet for non-listed raptor species. A minimum buffer of 1,000 feet will be established for an active Swainson's hawk nest. If site-specific conditions or the nature of the activity (e.g., steep topography, dense vegetation, or minimal construction activities) indicate that a smaller buffer could be used, the City will coordinate with CDFW to determine the appropriate buffer size.

3.2.4.6 References

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3.2.5 Cultural Resources

V. Cultural Resources	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

3.2.5.1 Setting Precontact Context

Although the Sacramento Valley may have been inhabited by humans as early as 10,000 years ago, the evidence for early human use likely is buried under deep alluvial sediments that accumulated rapidly during the late Holocene epoch. Archaeological remains of this early period, although rare, have been identified in and around the Central Valley (Johnson 1967; Treganza and Heizer 1953). Johnson (1967) presents evidence for some use of the Mokelumne River area, under what is now Camanche Reservoir, during the late Pleistocene. Archaeologists working at the reservoir found a number of lithic cores and a flake associated with Pleistocene gravels. These archaeological remains have been grouped into what is called the *Farmington Complex*, characterized by core tools and large, reworked percussion flakes (Treganza and Heizer 1953). The economy of this early period is generally thought to be based on exploitation of large game. Later periods are better understood due to more abundant representation in the archaeological record.

The taxonomic framework of the Sacramento Valley has been described in terms of archaeological patterns (Moratto 1984). A *pattern* is a general mode of life characterized archaeologically by technology, particular artifacts, economic systems, trade, burial practices, and other aspects of culture. Fredrickson (1973) identified three general patterns of resource use for the period between 4,500 and 3,500 years before present (BP): the Windmill, Berkeley, and Augustine Patterns.

The Windmill Pattern (4,500–3,000 BP) shows evidence of a mixed economy of game procurement and use of wild plant foods. Windmill archaeological assemblages include numerous projectile points and a wide range of faunal remains. Hunting was not limited to terrestrial animals; fishing hooks and spears have been

found in association with the remains of sturgeon, salmon, and other fish (Moratto 1984). Plants also were used, as indicated by ground stone artifacts and clay balls used for boiling acorn mush. Settlement strategies reflect seasonal adaptations: habitation sites in the valley were occupied during winter with populations moving into the foothills during summer (Moratto 1984).

The Windmill Pattern ultimately changed to a more specialized adaptation entitled the Berkeley Pattern (3,500–2,500 BP). At Berkeley Pattern sites, the use of manos and metates declines in favor of mortars and pestles, indicating greater dependence on acorns. Although gathered resources gained importance during this period, the continued presence of projectile points and atlatls (spear-throwers) in the archaeological record indicates that hunting was still an important activity (Fredrickson 1973).

The Berkeley Pattern was superseded by the Augustine Pattern around AD 500. The Augustine Pattern reflects a change in subsistence and land use patterns to those of the ethnographically known people, the Nisenan, of the historic era. This pattern exhibits high elaboration of ceremonial and social organization, including the development of social stratification. Augustine Pattern assemblages show that well-developed exchange networks were present, along with an increased emphasis on acorn use, evidenced by abundant shaped mortars and pestles, along with hopper mortars. Other notable elements of Augustine Pattern assemblages include flanged tubular smoking pipes, harpoons, clamshell disc beads, and an elaborate baked clay industry that included figurines and pottery vessels (Cosumnes Brownware). The use of the bow and arrow is suggested by the presence of small projectile point types (Gunther Barbed). Mortuary ritual of Augustine Pattern sites includes the introduction of pre-interment burning of offerings in grave pits. Also indicated by Augustine Pattern assemblages are increased village sedentism, population growth, and an incipient monetary economy in which beads were used as a standard of exchange (Moratto 1984).

3.2.5.2 Ethnographic Context

The Nisenan occupied the project area at the time of Euroamerican contact and spoke a Maiduan language (Wilson and Towne 1978:387). The Maiduan family of languages is part of the Penutian stock (ShIPLEY 1978:82, 83). Penutian speakers occupied the Central Valley, Central Sierra Nevada, and the San Francisco Bay area at the time of Euroamerican contact.

The Nisenan occupied the lower Feather River drainage and the drainages of the Yuba, Bear, and American Rivers. The boundary with the Miwok to the south was near the Cosumnes River. The western boundary was the Sacramento River, and the eastern boundary was the crest of the Sierra Nevada (Wilson and Towne 1978:387; Kroeber 1925 [1976]: Plate 37).

The principal Nisenan villages and associated smaller settlements controlled resources within a territory containing between 20 and 500 residents (Wilson and Towne 1978:388). Families in each territory controlled specific oak groves and fishing sites. A headman who lived in the principal village arbitrated disputes, directed festivities, provided advice, and consulted with family leaders. His authority was limited, however, absent the support of the family leaders and the shamans (Wilson and Towne 1978:393).

In the Sacramento Valley, principal villages were located on low natural rises along rivers and streams. In the project vicinity, villages were located along the American River, approximately 5 miles southeast of the project area at the nearest approach. Valley villages consisted of 5 to 50 houses that were dome-shaped and covered with earth, mats, and grass. Brush shelters were used in the summer and when people were away from the village. Major villages had semi-subterranean dance houses with post-and-beam construction (Wilson and Towne 1978:388).

Villages in the foothills were located on ridges and on flats along streams. Houses were conical and covered with brush bark and skins. Most villages had bedrock milling stations. Other site types included seasonal camps, quarries, ceremonial grounds, fishing stations, trading sites, and cemeteries (Wilson and Towne 1978:389). Some people lived away from the main village.

Early Nisenan contact with Europeans appears to have been limited to the southern reaches of Nisenan territory. Spanish expeditions began to cross Nisenan territory in the early 1800s. Unlike the Valley Nisenan, Hill Nisenan groups remained relatively unaffected by the European presence until the discovery of gold at Coloma in 1848. In the 2 or 3 years following the gold discovery, Nisenan territory was overrun by settlers from throughout the world. Gold seekers and the settlements established to support them, as well as the disease and violence accompanying them, almost caused extinction of the area's native inhabitants. Nisenan survivors worked as wage laborers and domestic help, living on the edges of foothill towns. Despite severe depredations, descendants of the Nisenan still live in Placer County and maintain their cultural identity.

3.2.5.3 Historic Context

Early History

Placer County was established on April 25, 1851, from portions of Sutter and Yuba Counties. Placer refers to the "alluvial or glacial deposits containing gold particles" obtained by washing. The place name was appropriate for the county because placer mining was the principal employment in the area (Hoover et al. 2002:271). James Marshall's discovery of gold on January 24, 1848, along the South Fork of the American River brought thousands of miners and emigrants into the foothills of the Sierra Nevada. In Placer County, one of the more lucrative mining districts was

the Secret Ravine area from present-day Roseville to Newcastle (Barry-Schweyer and Alvarez 2005:7). Despite their initial high hopes, the vast majority of prospectors were unsuccessful and left the area disillusioned, with little to show for their efforts; however, many remained to stake out homesteads and to establish farms. The population of the county at its time of organization was about 10,000, of which 8,000 were Euroamerican and mostly men (Thompson & West 1882:101).

By the early 1850s, surface mining was already in decline, as permanent settlements, homesteads, and farms began to replace the temporary camps and transient mining communities. In southwestern Placer County, one of the first areas settled was the rich farmland around present-day Roseville. Farmers in the area engaged in commercial cultivation of wheat, fruit trees, and grapes. In addition to farming, many landowners were involved in raising cattle. By the mid-1870s, a number of large ranches were in the Rocklin area, including those of R.M. Nixon, D.C. Allen, and Joel Parker Whitney (Davis 1981:33).

The Coming of the Railroad

The community of Roseville has its origins at the junction of two railroads, the California Central Railroad and the Central Pacific Railroad. The earlier of the two, the California Central Railroad, completed its line through southwestern Placer County in 1861. On January 29, 1864, the Central Pacific Railroad crossed the tracks of the California Central Railroad as it continued eastward over the Sierra Nevada to complete the nation's first transcontinental line (Davis 1975:25).

The junction between the two railroads was favorably located within a rich agricultural region and rapidly developed into a major shipping center. O.D. Lombard platted the town site of "Roseville Junction" in 1864 with blocks laid out and numbered from one to 55. Only five streets were named: Atlantic, Pacific, Vernon, Washington, and Lincoln Streets. The Central Pacific Railroad freight depot was the first building constructed in the new town. Other businesses such as a bank, blacksmith shop, shoe repair shop, butcher shop, dry goods stores, hotels, and saloons soon followed. Housed in wood-frame buildings, these businesses sprang up along Atlantic, Pacific, and Lincoln Streets. Overall development of the town from 1870 to 1906 was slow but steady (Davis 1975:29, 33).

In 1885, the Central Pacific Railroad was acquired by the Southern Pacific Railroad and consolidated into a vast national transportation system. By the early 1900s, the railroad's facility in the town of Rocklin had become inadequate to meet the demands of the Southern Pacific Railroad system. Consequently, in 1906 Southern Pacific Railroad officials made the decision to transfer the rail yard, roundhouse, and other maintenance facilities to Roseville. The removal of the terminal facilities also resulted in a substantial exodus of residents, homes, and businesses to Roseville.

One contemporary estimated that in 1908 at least 100 businesses and residential buildings were transported to Roseville on trucks (Davis 1981:59–61).

Development of the City of Roseville

During the first quarter of the twentieth century, Roseville continued to have slow and steady growth as a fully established railroad community. The City proceeded to establish increased municipal services to support its growing population. By 1913 a new state highway was routed through the city, starting at Riverside Avenue and continuing to Vernon and Lincoln Streets. Only a limited portion of city streets was paved at this time, as local landowners were responsible for paving sections of streets in front of their businesses.

Roseville did not escape the economic wrath of the Great Depression, ushered in by the stock market crash of 1929. By the end of 1930, the Southern Pacific Railroad, the city's leading employer, had reduced its workforce from 1,360 to 1,128. Southern Pacific Railroad cut employee wages by 10 percent the following year.

As Placer County was transitioning out of the Great Depression, the Japanese attack on Pearl Harbor on December 7, 1941, led to the official U.S. entry into World War II. However, like many cities and towns across the nation, Roseville had already begun preparing for the possibility of war in 1940. In June of that year, City leaders announced that men who were drafted would retain their jobs upon returning from the war. At the same time, Southern Pacific Railroad began to make preparations for the ever-increasing movement of troops and munitions trains through the Roseville rail yard.

A Period of Transition

Roseville experienced a slow but steady expansion of the downtown commercial and industrial center following World War II. By the 1960s, the wave of growth would move to the northern part of the state. Roseville's location only 18 miles northeast of Sacramento, coupled with newly completed highways and the existing junction between Southern Pacific's north- and eastbound railroad lines, made Roseville a hot spot for business and residential development in Placer County.

3.2.5.4 Records Search

A records search for the project site and a 0.25-mile radius around it was conducted by staff at the North Central Information Center of the California Historical Resources Information System on May 27, 2020. The records search indicated that five previous cultural resources studies have been conducted encompassing the project site. The records search also identified two previously recorded cultural resources within the project site and none within the 0.25-mile radius. One precontact site (P-31-003) was recorded in the western end of the project site and

was reported as a precontact activity area associated with vernal pool exploitation consisting of a thin scatter of pestles, manos, and fire cracked rocks.

The other resource (P-31-816H) consists of a segment of the UPRR. This segment of the UPRR that bisects the project is a modernized segment of grade running from Lincoln to Roseville as part of the Shasta Route. The Shasta Route is included in a multi-part 1998 Historic American Engineering Record (HAER) report, conducted by John Snyder of P.S. Preservation Services (Snyder John W. 1998). The HAER was prepared on behalf of the U.S. Department of Transportation and UPRR to mitigate for changes to contributing bridges on the Shasta Route. The contributing bridges subject to these earlier changes are not in the project site; however, the HAER concentrated on the entire Shasta Route and concluded the property is eligible for the National Register of Historic Places at the state level for Criterion A and B and is therefore eligible for the California Register of Historical Resources (CRHR) under Criterion 1 and 2.

3.2.5.5 Native American Consultation

The Native American Heritage Commission (NAHC) was contacted on June 3, 2020, to request a search of its sacred lands file and a list of interested Native American tribes and individuals. On June 4, 2020, the NAHC responded, stating that the sacred lands file has no record of any recorded sacred lands in the immediate vicinity of the project site. Assembly Bill (AB) 52 tribal consultation efforts under CEQA were carried out by the city of Roseville and are provided in Section 3.2.18, *Tribal Cultural Resources*.

3.2.5.6 Field Survey

Overall, two surveys encompassed the entirety of the project site. The western half of the site was surveyed in 2012 by ECORP Consulting, Inc. as part of the Foothills Corporate Center project and in 2019, the eastern half of the project site was surveyed by Natural Investigations as part of the Roseville Parkway Extension project. Both surveys were conducted using transects spaced no more than 15 meters apart, providing adequate coverage for identifying any cultural resources that may be revealed on the surface. An updated survey was performed by ICF in 2020 to revisit the western half of the project site as several years had passed since the last survey. As a result of the surveys, the only resource identified in the project site was the UPRR line. During the 2020 survey, it was found that the area of the previously recorded site P-31-003 had already been completely paved with the new road alignment.

3.2.5.7 Impact Analysis

a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

The proposed project would construct an overpass above the UPRR tracks and Industrial Avenue. The overpass of the UPRR tracks and Industrial Avenue would be comprised of engineered fill approach ramps on the east and west sides and a concrete bridge structure. All improvements would be located outside the existing railroad 100-foot right-of-way and the proposed design accommodates the planned future widening of Industrial Avenue from two to four lanes without need for future overpass modification.

Although the introduction of an overpass above the UPRR grade is proposed as part of the project, the railroad grade would retain its historic character-defining features that would enable it to continue to convey its historical integrity. The UPRR would continue to demonstrate the evolution of railroad construction, would continue to function as a railroad, and the minor modifications to the setting would not involve a change in the character of the use or design features that support the structure's ability to convey historic significance. The structure's character-defining features include its current location, materials, workmanship, historic setting, and alignment. None of these features would be altered as a result of project implementation to an extent that the historical integrity of the UPRR grade would be compromised. As a result, the project would not cause a substantial adverse change in the significance of a historical resource. There would be no impact and therefore no mitigation is required.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

There are no known cultural resources located on the proposed project site. One resource, P-31-003, was previously documented as being in the project; however, no indications of the site were present in the 2012 or 2020 survey. The resource was most likely misplotted or destroyed due to intense grading and plowing since its recordation in 1978. It is possible that buried archaeological materials could be present in other areas of the project site. If any buried resources were encountered and damaged during construction, the destruction of buried archaeological resources would be a potentially significant impact. Implementation of Mitigation Measure CUL-1 would reduce this impact to a less-than-significant level.

c) Disturb any human remains, including those interred outside of formal cemeteries?

There are no known formal cemeteries within the project site, and neither the results of the records search nor the pedestrian survey indicates that human remains are present within the project site. However, there is always the possibility that ground-

disturbing activities during construction may uncover previously unknown buried human remains; such disturbance would be a potentially significant impact. Implementation of Mitigation Measure CUL-2 would reduce this impact to a less-than-significant level.

3.2.5.8 Mitigation Measures

Mitigation Measure CUL-1: Implement Measures to Protect Previously Unidentified Cultural Resources

The City shall ensure that construction specifications include the following information in the grading notes.

- Construction shall stop if potential cultural resources are encountered. It is possible that previous activities have obscured surface evidence of cultural resources. If signs of an archeological site, such as any unusual amounts of stone, bone, or shell, are uncovered during grading or other construction activities, work will be halted within 100 feet of the find and the City of Roseville will be notified. A qualified archeologist will be consulted for an onsite evaluation. If the site appears to be eligible for listing in state or federal registers, additional mitigation, such as further testing for evaluation or data recovery, may be necessary.
- In the event resources are discovered, the City will retain a qualified archaeologist to assess the find and to determine whether the resource requires further study. Any previously undiscovered resources found during construction will be recorded on appropriate California Department of Parks and Recreation 523 forms and evaluated for significance under all applicable regulatory criteria.
- All work will stop in the immediate vicinity of the find, and, if the find is determined to be an important cultural resource, the City will make available contingency funding and a time allotment sufficient to allow recovery of an archaeological sample or to implement an avoidance measure. Construction work may continue on other parts of the project while archaeological mitigation takes place.

Mitigation Measure CUL-2: Implement Measures if Construction Activities Inadvertently Discover or Disturb Human Remains

The City shall ensure that construction specifications include the following in the grading notes.

- If human remains are discovered during any phase of construction, including disarticulated or cremated remains, the construction contractor will

- immediately cease all ground-disturbing activities within 100 feet of the remains and notify the City of Roseville.
- In accordance with California State Health and Safety Code Section 7050.5, no further disturbance will occur until the following steps have been completed:
 - The County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98.
 - If the remains are determined by the County Coroner to be Native American, NAHC will be notified within 24 hours, and the treatment and disposition of the remains will comply with NAHC guidelines.
 - It is further recommended that a professional archaeologist with Native American burial experience conduct a field investigation of the specific site and consult with the Most Likely Descendant (MLD), if any, identified by NAHC. As necessary and appropriate, a professional archaeologist may provide technical assistance to the MLD, including excavation and removal of the human remains.

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3.2.6 Energy

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
Would the project:				
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.2.6.1 Setting

The proposed extension of Roseville Parkway is locally important in order to improve existing and future traffic conditions consistent with city adopted plans; enhance access and safety for motorists, pedestrians, and cyclists; meet railroad clearance requirements and future Industrial Boulevard widening requirements.

3.2.6.2 Impact Analysis

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

During construction there would be a temporary consumption of energy resources for the movement of equipment and materials. Compliance with local, state, and federal regulations, which limit engine idling times and require recycling construction debris, would reduce short-term energy demand during the project's construction to the extent feasible and project construction would not result in a wasteful or inefficient use of energy. There are no unusual project characteristics or construction processes that would require the use of equipment that would be more energy intensive than is used for comparable activities or use of equipment that would not conform to current emissions standards and related fuel efficiencies. No impact would occur.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

State and local authorities regulate energy use and consumption through various means and programs. Regulations at the state level are intended to reduce energy use and greenhouse gas (GHG) emissions. The proposed project would comply with

these regulations that include, among others, AB 1493–Light-duty Vehicle Standards, California Code of Regulations Title 24, Part 6–Energy Efficiency Standards, and California Code of Regulations Title 24.

The Roseville City Council adopted a Municipal Climate Action Plan in November 2009. The plan applied to GHG emissions from city facilities and operations (e.g., buildings, vehicle fleets, treatment plants, and other infrastructure). The City Council approved a GHG reduction goal of 22.8 percent by 2035 using various measures. The proposed project's construction methods are consistent with the goals and measures in the city's Climate Action Plan. Therefore, the proposed project would result in a less-than-significant impact and no mitigation measures are required.

3.2.7 Geology and Soils

VI. Geology and Soils	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project and potentially result in an onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems in areas where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

3.2.7.1 Setting

The project site is level to slightly undulating. The elevation is approximately 140 feet above mean sea level. The project site is in the Great Valley geomorphic province (California Geological Survey 2002). Thick sequences of alluvial (water-deposited)

sediments derived from erosion of the Sierra Nevada typify the geological formations on the east side of the Sacramento Valley, where the site is located.

The project site is underlain by the Turlock Lake Formation (map symbol Qtl) (California Geological Survey 2011), which consists of alluvial sand, silt and gravel of arkosic composition, with minor clay interbeds. Gravel composition is heterogeneous, featuring granitic, metamorphic, volcanic and vein-quartz clasts.

The project site is not within an Alquist-Priolo Earthquake Fault Zone, and there are no known active faults at the project site (California Geological Survey 2019a). Therefore, the potential for surface rupture to occur at the project site is low.

The project site lies between the seismically active Coast Ranges and the historically seismically active Foothills fault zone in the Sierra Nevada. The primary seismic hazard to the project site is associated with ground shaking from more distant faults, such as the San Andreas fault and the closer Hayward fault, which have the potential for generating strong seismic shaking. USGS has estimated that there is a 72 percent probability of at least one 6.7 or greater magnitude earthquake occurring that could cause widespread damage in the greater San Francisco Bay area before 2043 (U.S. Geological Survey 2016).

Other potential earthquake sources are the faults associated with the western edge of the Central Valley, recently defined as the Coast Range Central Valley Boundary Thrust Fault System. Various documents define portions of this little known system as the Midland Fault Zone or the Dunnigan Hills fault, where the 1892 Vacaville-Winters earthquake occurred (City of Roseville 2016a).

The Foothill Fault Zone, a complex series of northwest-trending faults that are related to the Sierra Nevada uplift, and whose activity also is little understood, extends from about Oroville in the north to east of Fresno in the south. Earthquakes on nearby faults in the zone can be the source of ground shaking in the greater Sacramento area. The closest potentially active faults to the project site are the Bear Mountain and Melones faults (City of Roseville 2016a). The closest recently active fault in the western Sierra Nevada foothills is the Cleveland Hills fault, about 36 miles northwest of Auburn.

No active faults are known to exist in Placer County. The following inactive faults have been identified within the city limits:

- The Volcano Hill fault extends northwest from Volcano Hill for a distance of 1 mile, terminating near Eureka Road. No activity has been recorded along this fault; therefore, it is considered inactive.
- Identified in 1973, the Linda Creek fault is located along Linda Creek in Roseville and Sacramento County. No activity has been recorded along this fault.

- The Willows fault and Stockton fault are in the Roseville vicinity and are considered inactive as displacement occurred more than 1.8 million years ago.
- An unnamed fault extends east to west between Folsom Lake and the City of Rocklin. Segments of the fault are concealed and therefore unmapped. However, the east/west alignment suggests that the fault could connect to the Bear Mountain fault, branches of which are located beneath Folsom Lake. The Bear Mountain fault is a fault that could be undergoing reactivation as a result of continental tectonic activity. However, no evidence has been identified along the unnamed fault alignment of such reactivation (City of Roseville 2016a).

The project site is classified as being in a low-severity earthquake shaking zone (California Geological Survey 2016). The maximum peak ground acceleration that can be expected to occur at the site based on a return period of 2 percent in 50 years is 0.317g, where 1 g is equal to the force of gravity (California Geological Survey 2019b).

Liquefaction is the loss of soil strength as a result of seismic forces acting on water-saturated, granular soils having low cohesion. During seismic shaking, the soil behaves like a liquid, causing a reduction in its bearing strength. The potential for liquefaction is based on soil particle size and density, depth to the groundwater table, and duration and intensity of ground shaking. Liquefaction most commonly occurs in low-lying areas of poorly consolidated to unconsolidated water-saturated sediments or similar deposits (California Geological Survey 2008). The City of Roseville is not specifically addressed in currently available State Division of Mines and Geology liquefaction risk data. No determination has been made as to whether liquefaction potential exists in Roseville. Based on project-specific analysis that has been done for many of Roseville's development projects, liquefaction has not been identified as a significant problem in Roseville (City of Roseville 2016a).

Based on the shallow slopes, landslides and other forms of slope instability are not expected to exist at the site.

Near-surface (i.e., approximately 60 inches) soils at the project site consist of Cometa-Fiddymment complex, 1 to 5 percent slopes (Rogers 1980). This soil map unit poses no significant constraints to site development that cannot be overcome using conventional construction approaches and engineering design. The Cometa-Fiddymment complex characteristics include the following: well drained, very high runoff, depth to water is 80 inches, no frequency of flooding or ponding, wind erosion hazard of 3 (soils assigned to group 1 are the most susceptible to wind erosion, and those assigned to group 8 are the least susceptible), and low-high shrink-swell potential.

Expansive soils are those that greatly increase in volume, or swell, when they absorb water and shrink when they dry out. Expansion may damage building

foundations, concrete slabs, hardscaping, pavement, and other improvements on or near the surface. The project site has a very low plasticity index rating of 15.5 percent, which means that project site soils are not considered expansive (Natural Resources Conservation Service 2019).

The eastern margin of the Central Valley is a nearly continuous series of coalescing alluvial fans, which form a continuous belt between the uplands of the Sierra Nevada and the relatively flat surface of the Central Valley floor. These deposits formed primarily during the Plio-Pleistocene by the streams that drained the adjacent uplands of the Sierra Nevada. The alluvial deposits accumulated on Central Valley alluvial fans consist of medium- to fine-grained sediment eroded from Tertiary and older volcanic, plutonic, and metamorphic rocks in the mountains to the east. The gravel, sand, and silt that compose these alluvial fans have in the past produced significant fossils, primarily large land mammals, such as mammoths, mastodons, camels, bison, and horses. (City of Roseville 2016b)

3.2.7.2 Impact Analysis

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

1. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Because the project site is not located in an Alquist-Priolo Earthquake Fault Zone, the hazard of fault rupture at the project site is low. No impact would occur.

2. Strong seismic ground shaking?

The project site is not located in an area that is subject to strong seismic ground shaking. Therefore, the impact would be less than significant, and no mitigation is required.

3. Seismic-related ground failure, including liquefaction?

According to the City's General Plan, "based on project-specific analysis and past experience, liquefaction has not been a significant problem within the City." However, a site-specific geotechnical study would be needed to characterize liquefaction potential. The geotechnical study would be required as part of the building permit process and would be prepared prior to site development to ensure that the proposed project is appropriately designed (City of Roseville 2016b). Therefore, the impact would be less than significant, and no mitigation is required.

4. Landslides?

Because there are no known landslides in the project area and considering the site's relatively flat ground and limited ground-shaking potential, the hazard of a seismically induced landslide occurring at the site is very low. Additionally, the overpass would be built to current California Building Code (CBC) seismic standards (Chapter 18 in particular); therefore, there would be no impact and no mitigation is required.

b) Result in substantial soil erosion or the loss of topsoil?

The soils underlying the project site have a moderate water erosion hazard. Project construction activities would entail soil disturbance over approximately 12 acres. This is not expected to cause substantial accelerated soil erosion, especially because of the erosion and sediment control BMPs that must be implemented to comply with the state stormwater General Permit for Construction and Land Disturbance Activities (see Section 3.2.10, *Hydrology and Water Quality*, for a more detailed discussion of BMPs and General Permit compliance). Additionally, per Section 111-3 of the City's Design and Construction Standards, all grading improvements shall be installed in accordance with provisions in the CBC, recommendations of site-specific geotechnical reports and geotechnical engineers.

Relatively small areas of topsoil would be lost as a result of overcovering by the proposed project. The impact would be less than significant, and no mitigation is required.

c) Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project and potentially result in an onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?

Because the Turlock Lake Formation generally consists of semi-consolidated sediments and given the relatively flat land of the project site, there appear to be no unstable ground conditions present. Further, while overcrossing approach ramps would be comprised of imported soil, they would be constructed consistent with the City's Design and Construction Standards, provisions in the CBC, and recommendations of site-specific geotechnical reports. The impact would be less than significant, and no mitigation is required.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

As described above, the project site is not located on soils with expansive qualities, as defined in Table 18-1-B of the Uniform Building Code. Therefore, the project would not create substantial risks to life or property related to expansive subsoils. Standard engineering practices and compliance with the CBC and the City's Design and Construction Standards III-3 (Soil Testing and recommendations from

geotechnical report) would ensure that potential impacts are reduced to a less-than-significant level, and no mitigation is required.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems in areas where sewers are not available for the disposal of wastewater?

No septic tanks or alternative wastewater disposal systems are proposed for the project. No impact would occur.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

The Turlock Lake Formation, which underlies the project site, is known to be sensitive for paleontological resources. Excavation work to construct the project could directly or indirectly destroy such resources or alter their stratigraphic context. The impact could be significant. The City would implement Mitigation Measures GEO-1 and GEO-2 to reduce this potential impact to a less-than-significant level.

3.2.7.3 Mitigation Measures

Mitigation Measure GEO-1: If Paleontological Resources Found Cease Work until Review Conducted by Qualified Paleontologist and Recommendations Implemented

Should evidence of sensitive paleontological resources (e.g., fossils) be encountered during grading or excavation, work shall be suspended within 100 feet of the find, and the City of Roseville shall be immediately notified. At that time, the City shall coordinate all necessary investigation of the site with a qualified paleontologist to assess the resource and provide proper management recommendations. Possible management recommendations for sensitive resources could include resource avoidance or data recovery excavations. The contractor shall implement any measures deemed necessary by the paleontologist for the protection of sensitive paleontological resources.

Mitigation Measure GEO-2: Prepare and Implement a Worker Education Program for Those Involved with Earthwork

A worker education program, prepared by a qualified professional paleontologist, shall review applicable local, state, and federal ordinances, laws, and regulations pertaining to paleontological resources; describe the types of fossils that can be encountered and their general appearance; discuss site avoidance requirements and notification procedures to be followed in the event that a sensitive paleontological resource is found during construction; and describe disciplinary and other actions that can be taken against persons violating such laws.

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3.2.8 Greenhouse Gas Emissions

VII. Greenhouse Gas Emissions	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.2.8.1 Setting

The process known as the *greenhouse effect* keeps the atmosphere near Earth's surface warm enough for the successful habitation of humans and other life forms. The greenhouse effect is created by sunlight that passes through the atmosphere. Some of the sunlight striking Earth is absorbed and converted to heat, which warms the surface. The surface emits a portion of this heat as infrared radiation, some of which is re-emitted toward the surface by GHGs. Human activities that generate GHGs increase the amount of infrared radiation absorbed by the atmosphere, thus enhancing the greenhouse effect and amplifying the warming of Earth.

Increases in fossil fuel combustion and deforestation have exponentially increased concentrations of GHGs in the atmosphere since the Industrial Revolution (Intergovernmental Panel on Climate Change 2018). Rising atmospheric concentrations of GHGs in excess of natural levels result in increasing global surface temperatures—a process commonly referred to as *global warming*. Higher global surface temperatures, in turn, result in changes to Earth's climate system, including increased ocean temperature and acidity, reduced sea ice, variable precipitation, and increased frequency and intensity of extreme weather events (Intergovernmental Panel on Climate Change 2018). Large-scale changes to Earth's system are collectively referred to as *climate change*.

The principle anthropogenic (human-made) GHGs contributing to global warming are carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), and fluorinated compounds, including sulfur hexafluoride (SF₆), hydrofluorocarbons (HFC), and perfluorocarbons (PFC). Unlike criteria air pollutants, which occur locally or regionally, the long atmospheric lifetimes of these GHGs allow them to be well mixed in the atmosphere and transported over distances. Within California, transportation is the largest source of GHG emissions (41 percent of emissions in 2017), followed by industrial sources (24 percent) (California Air Resources Board 2020).

There is currently no federal law specifically related to climate change or the reduction of GHGs. California has adopted statewide legislation addressing various aspects of climate change and GHG emissions mitigation. Much of this establishes a broad framework for the state's long-term GHG reduction and climate change adaptation program. Of particular importance is Senate Bill (SB) 32, which establishes statewide target to reduce GHG emissions to 40 percent below 1990 levels by 2030. Although not legislatively adopted, the governor has also issued Executive Order (EO) B-55-18, which establishes a goal for state agencies to achieve carbon neutrality as soon as possible, and no later than 2045, and to achieve and maintain net negative emissions thereafter. SB 375 and SB 743 support attainment of the states GHG targets through policies and requirements that will achieve statewide reductions in VMT-associated mobile source emissions.

As discussed in Section 3.2.3, *Air Quality*, PCAPCD has the primary responsibility for air quality management in Placer County. PCAPCD (2017) has adopted a *de minimis* threshold of 1,100 metric tons carbon dioxide equivalent (CO₂e) for operation of land use development projects, such as new residential and commercial projects. The air district also has a bright line threshold of 10,000 metric tons CO₂e, where land use development projects in excess of the *de minimis* threshold (1,100 metric tons CO₂e) can be found less than cumulatively considerable if the emission intensity (emissions per capita) meets certain criteria.

3.2.8.2 Impact Analysis

a) Generation of greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Construction of the proposed project would generate emissions of CO₂, CH₄, and N₂O from mobile and stationary construction equipment exhaust and employee and haul truck vehicle exhaust. Emissions were estimated using the methods described in Section 3.2.3; the results are summarized in Table 3-8. Please refer to Appendix A for complete construction assumptions and calculation spreadsheets.

Table 3-8. Estimated Greenhouse Gas Emissions from Project Construction (metric tons per year)

Construction Year	CO ₂	CH ₄	N ₂ O	CO ₂ e ^a
2021	485	<1	<1	492
2022	378	<1	<1	383
PCAPCD threshold	-	-	-	10,000
Exceed threshold?	-	-	-	No

^a Refers to carbon dioxide equivalent, which includes the relative warming capacity (i.e., global warming potential) of each GHG.

CH₄ = methane

CO₂ = carbon dioxide

N₂O = nitrous oxide

Once operational, the project would result in GHG emissions from changes in VMT. Emissions were estimated for existing (2011) and cumulative (2035) with and without project conditions using the methods described in Section 3.2.3. Table 3-9 presents the estimated operational emissions.

Table 3-9. Estimated Greenhouse Gas Emissions from Project Operation (metric tons per year)

Period	CO ₂	CH ₄	N ₂ O	CO ₂ e ^a
Existing (2011) no project	8,259,150	381	554	1,579,885,903
Existing (2011) plus project	8,257,469	380	554	1,578,895,569
Cumulative (2035) no project	6,949,044	8	368	28,962,059
Cumulative (2035) plus project	6,945,702	8	368	28,939,431
Existing plus project vs. existing no project	-1,681	<0	<0	-990,334
Cumulative plus project vs. existing no project	-3,342	<0	<0	-22,628

^a Refers to carbon dioxide equivalent, which includes the relative warming capacity (i.e., global warming potential) of each GHG.

CH₄ = methane

CO₂ = carbon dioxide

N₂O = nitrous oxide

As shown in Table 3-8, construction of the project would generate minor amounts of GHGs. These emissions would be short-term and well below PCAPCD's construction threshold. Operation of the project would achieve long-term reductions in GHG emissions relative to the no project condition under both modeling scenarios (existing and cumulative) (see Table 3-9). As discussed further in Section 3.2.17, *Transportation*, implementation of the project would reduce regional VMT. The GHG emissions benefit is a direct result of these VMT reductions. Because the project would reduce GHG emissions, this impact would be less than significant, and no mitigation is required.

b) Conflict with applicable plans, policies, or regulations adopted for the purpose of reducing the emissions of greenhouse gases?

The most applicable legislation for the purpose of reducing transportation related GHG emissions are SB 375 and SB 743. These policies support attainment of the state's GHG reduction targets, as expressed under SB 32 and EO B-55-18.

SB 375 was enacted to reduce GHG emissions from automobiles and light trucks through integrated transportation, land use, housing and environmental planning. Under this law, SACOG is tasked with developing an SCS that provides a plan for meeting per capita CO₂ emissions levels allocated to SACOG by CARB. The Final EIR for the 2020 MTP/SCS demonstrates that projects identified in the MTP/SCS meet CARB's issued SB 375 GHG targets for the SACOG region in 2020 and 2035. As discussed in Section 3.2.3, the proposed project was included in SACOG's 2020 MTP/SCS, and therefore would not conflict with SACOG's regional strategies implemented pursuant to SB 375.

The purpose of SB 743 is to integrate and better balance the needs of congestion management, infill development, active transportation, and GHG emissions reduction through, among other things, future reductions in VMT growth. As discussed further in Section 3.2.17, implementation of the project would reduce regional VMT, which in turn achieves long-term GHG reductions. This is consistent with SB 743 and the state's climate change goals, including SB 32 and EO B-55-18.

Because the proposed project is identified in SACOG's 2020 MTP/SCS and will reduce long-term GHG emissions, it would not conflict with applicable plans and legislation adopted to reduce GHG emissions. Accordingly, this impact would be less than significant, and no mitigation is required.

3.2.8.3 References Cited

California Air Resources Board. 2020. GHG Current California Emission Inventory Data. Available: <https://ww2.arb.ca.gov/ghg-inventory-data>. Accessed: May 1, 2020

Intergovernmental Panel on Climate Change. 2018. *Global Warming of 1.5°C*. Chapter 1, Framing and Context. Summary for Policymakers. Allen, M.R., O.P. Dube, W. Solecki, F. Aragón-Durand, W. Cramer, S. Humphreys, M. Kainuma, J. Kala, N. Mahowald, Y. Mulugetta, R. Perez, M. Wairiu, and K. Zickfeld.

Placer County Air Pollution Control District. 2017. *2107 CEQA Handbook*. November.

3.2.9 Hazards and Hazardous Materials

VIII. Hazards and Hazardous Materials	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. For a project located within an airport land use plan area or, where such a plan has not been adopted, be within two miles of a public airport or public use airport, and result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.2.9.1 Setting

The project site and nearby undeveloped areas consist primarily of disturbed annual grassland near urban land uses. Industrial development borders the site along most of the south boundary, and along the eastern third of the north boundary. Industrial Avenue and the UPRR tracks transect the project site in a north/south direction. The

Roseville Fire Department operates eight fire stations that provide hazardous material management and other services. The project site is within Fire Protection Districts 7 and 2, served by Fire Station No. 7 and No. 2. Fire Station No. 7 is approximately 1 mile east of the project site at 911 Highland Point Drive. Fire Station No. 2 is approximately 2 miles south of the project site at 1398 Junction Boulevard (City of Roseville 2017).

The closest school to the project site is George A. Buljan Middle School approximately 0.75 mile south of the project site. The next closest school is Arbor View Montessori approximately 1.1 miles south of the project site.

There are no airports within 2 miles of the project site. The closest airport to the project site is the Lincoln Regional Airport approximately 8 miles to the north.

The project site is located in a Local Responsibility Area where the Roseville Fire Department is responsible for fire protection services.

3.2.9.2 Impact Analysis

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Construction and operation of the project could involve small quantities of commonly used hazardous materials, such as fuels, lubricants, and oils, to operate construction equipment and motor vehicles. Standard construction BMPs, including preparation and implementation of a stormwater pollution prevention plan (SWPPP), erosion control, temporary fencing, and hazardous material management practices, would be implemented to reduce exposure to, or potential for, accidental spills involving these materials. A toxic materials control and spill response plan, which includes the preparation of a hazardous material spill prevention, control, and countermeasure plan before construction and implemented during construction, would be prepared to avoid or minimize the risk of spills or discharges of toxic materials into waterways. Additionally, a health and safety plan (prepared by a registered industrial hygienist) would be prepared that addresses release prevention measures, employee training, notification, and evacuation procedures, and adequate emergency response protocols and cleanup procedures.

No hazardous materials would be disposed of on the project site. Therefore, this impact would be less than significant, and no mitigation is required.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Site workers, the public, and the environment in general could be inadvertently exposed to existing contaminants on-site during project construction. Small quantities of potentially toxic substances (such as petroleum and other chemicals

used to operate and maintain construction equipment) would be used at the project site and transported to and from the area during construction. However, the handling and disposal of these materials would be governed according to regulations enforced by the Certified Unified Program Agency, California Division of Occupational Safety and Health (Cal-OSHA), California Department of Toxic Substances Control (DTSC), State Water Resources Control Board (SWRCB) and the city.

In addition, the following plans and special provisions would be followed.

- Compliance with the City's Multi-Hazard Mitigation Plan (approved by the Federal Emergency Management Agency), which requires contractors to transport and store materials in approved containers along designated truck routes, maintain required clearances, and handle materials using fire department-approved protocols, as illustrated in Roseville Fire Code Ordinance 4594.
- Implementation of a hazardous material spill prevention and countermeasure plan to minimize the exposure of people and the environment to potentially hazardous materials. The plan is intended to ensure that transport, storage, and handling of hazardous materials required for construction is conducted in a manner consistent with relevant regulations and guidelines.
- A SWPPP would be implemented as part of the NPDES Permit and a General Construction Activity Storm Water Permit to minimize the potential for sediments or contaminants to enter waterways.
- Compliance with the City's Design and Construction Standards and the City's Stormwater Quality BMP Guidance Manual for Construction.

In addition, the City Fire Department would review construction plans and would respond to hazardous materials complaints or emergencies, if any, during construction. Because hazardous materials discovered or accidentally released during construction would be handled in accordance with federal, state, and local regulations, the impact would be less than significant and no mitigation is required.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

There are no public or private K–12 schools within 0.25 mile of the project site. The closest school to the project site is George A. Buljan Middle School approximately 0.75 mile south of the project site. It is highly unlikely that project-related hazardous materials would be emitted or released within 0.25 mile of any school. Also, implementation of the standard BMPs identified in Section 2.6, *Best Management Practices*, by contractors would reduce the potential for a hazardous materials spill. No impact would occur.

d) Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

The project site is not included on any of the hazardous materials sites of the Cortese list as identified below:

- DTSC EnviroStor database (California Department of Toxic Substances Control 2020a)
- SWRCB GeoTracker database (State Water Resources Control Board 2020a)
- SWRCB Sites Identified with Waste Constituents Above Hazardous Waste Levels Outside the Waste Management Unit (State Water Resources Control Board 2020b)
- SWRCB List of active Cease and Desist Orders and Cleanup or Abatement Orders (State Water Resources Control Board 2020b)
- DTSC hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code (California Department of Toxic Substances Control 2020b)

Any hazardous materials encountered on the site would be handled and disposed of in compliance with state and local regulations that protect the public and the environment from exposure to such materials. No impact would occur.

e) For a project located within an airport land use plan area or, where such a plan has not been adopted, be within two miles of a public airport or public use airport, and result in a safety hazard or excessive noise for people residing or working in the project area?

The project site is not located within an airport land use plan area or within 2 miles of a public airport. The closest airport to the project site is the Lincoln Regional Airport approximately 8 miles to the north. There would be no impact.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Construction of the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The City would require the construction contractor to implement a traffic management plan, including a construction schedule and plan to meet the City's notice procedures, before construction activities are initiated. This plan would identify general methods by which construction activities would be managed to minimize substantial delays to traffic as discussed below in section 3.2.17

Transportation. The impact would be less than significant, and no mitigation is required.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

The project site consists of undeveloped disturbed annual grassland. Residential development is located immediately east of Washington Boulevard and industrial uses surround the project site to the north, south, and west. There is also limited undeveloped disturbed annual grassland north of the project site. The project area is not within a State Responsibility Area; therefore, it is not designated a very high fire hazard severity zone.

Project construction would involve the use of heavy equipment, welding, and other activities that have the potential to ignite fires. Malfunction of equipment that could cause a fire is extremely unlikely during project construction.

The Roseville Fire Department would provide fire protection, with the closest station approximately 1 mile east of the project site (Fire Station No. 7). In addition, the Roseville Fire Department has mutual and automatic aid agreements with the following fire departments: the California Department of Forestry and Fire Protection/Placer County Fire Department, the Sacramento Metropolitan Fire District, the South Placer Fire Protection District, and the Rocklin Fire Department.

The contractor would comply with Cal-OSHA standards for the storage and handling of fuels, flammable materials, and common construction-related hazardous materials and for fire prevention. In addition, the project would meet the minimum standards set forth by Public Resources Code Section 4290, Title 14, for fire protection and emergency water standards. As a result, impacts associated with wildland fires would be less than significant, and no mitigation is required.

3.2.9.3 Mitigation Measures

The proposed project would result in either no or less-than-significant impacts related to hazards and hazardous waste. No mitigation is required.

3.2.9.4 References

California Department of Toxic Substances Control. 2020a. EnviroStor Hazardous Waste and Substance Site List (Cortese). Available: https://www.envirostor.dtsc.ca.gov/public/map/?global_id=31400006. Accessed: April 10, 2020.

California Department of Toxic Substances Control. 2020b. Cortese List: Section 65962.5(a). Available: <https://calepa.ca.gov/sitecleanup/corteselist/section-65962-5a/>. Accessed: April 10, 2020.

City of Roseville. 2017. *Location of Roseville Fire Stations*. March. Roseville, California. Available: https://www.roseville.ca.us/UserFiles/Servers/Server_7964838/File/Government/

Departments/Fire%20Dept/Fire%20Station%20Locations/Location%20of%20Roseville%20Fire%20Stations%20-%202017.pdf. Accessed: April 10, 2020.

State Water Resources Control Board. 2020a. *Geotracker*. Available: https://geotracker.waterboards.ca.gov/map/?global_id=T0606191422. Accessed: April 10, 2020.

State Water Resources Control Board. 2020b. Sites Identified with Waste Constituents Above Hazardous Waste Levels Outside the Waste Management Unit. Available: <https://calepa.ca.gov/wp-content/uploads/sites/6/2016/10/SiteCleanup-CorteseList-CurrentList.pdf>. Accessed: April 10, 2020.

3.2.10 Hydrology and Water Quality

IX. Hydrology and Water Quality	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces in a manner which would:				
i. result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.2.10.1 Setting

The climate in the project vicinity is characterized by hot, dry summers and cool, moist winters. National Weather Service cooperative weather station number 047516 (Rocklin) is the closest weather station to the project site, approximately 4 miles east-northeast at an elevation of approximately 240 feet above mean sea level. Average annual precipitation at this weather station is 22.8 inches, with most

precipitation falling as rain from November through March (Western Regional Climate Center 2020).

The project site is located in the Upper Coon–Upper Auburn hydrologic unit (hydrologic unit code 18020127) (U.S. Geological Survey 2019). Surface water in the project area is driven by rainfall, outfalls from adjacent industrial buildings, and irrigation runoff. The water from the detention basin and drainage ditch appears to infiltrate or evaporate unless there are extreme storm events that fill the basin, at which point overflow goes into a drop inlet, which goes to the municipal storm drain system. No natural drainages are present in the eastern portion of the project site. It is surrounded entirely by industrial development or roadways and excess runoff from any extreme storm event drains to the municipal storm drain system (Madrone Ecological Consulting, LLC 2019).

Surface runoff rates of the soils at the project site range from slow to very high, depending on the soil map unit. The erosion hazard for sheet and rill erosion is slight. After intense rainstorms, the soil is saturated for a short time (Rogers 1980).

The Federal Emergency Management Agency Flood Insurance Rate Map (Federal Emergency Management Agency 2018) shows that the site is in Zone X, indicating that the project site is outside the 500-year floodplain of Pleasant Grove Creek.

Pleasant Grove Creek and Pleasant Grove Creek, South Branch appear on the SWRCB's 2010 California 303(d) List of Water Quality Limited Segments for oxygen, dissolved; pyrethroids; and sediment toxicity (the latter only upstream of Fiddymont Road) (State Water Resources Control Board 2010).

Because of the project site's elevation above sea level and because no large waterbody exists at the site, there is no chance for a tsunami or seiche to occur at the site. The hazard for a mudflow (i.e., a debris flow) at the project site is likely low, based on the site's shallow slopes and lack of significant concave areas.

3.2.10.2 Impact Analysis

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

The SWPPP that would be prepared for the project would specify erosion control, sediment control, non-stormwater management, and housekeeping BMPs that, if properly selected and implemented, would prevent substantial sediment and other pollutant movement from the site, such that the project would not violate any water quality standards. The BMPs, provided that they are properly implemented and maintained, are expected to be effective in preventing violations of water quality standards and waste discharge requirements because of the low erosion hazard at the site. Refer to Section 2.6 for a complete description of all construction BMPs the project would implement. Potential impacts related to water quality standards and

waste discharge requirements would be less than significant and no mitigation is required.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

The project would not use groundwater. The project would create additional impervious surfaces in the project area but would not substantially interfere with groundwater recharge. The impact related to depletion of groundwater supplies or interference with groundwater recharge would be less than significant and no mitigation is required.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces in a manner which would:

i) Result in substantial erosion or siltation on- or off-site?

The project would involve clearing and grubbing, excavation and filling, soil stockpiling, and soil compaction, and undulating slopes would be flattened. However, these activities would not alter the overall drainage pattern of the area and runoff which currently drains into the detention basin and drainage ditches, and the municipal storm drain system, would not change as a result of the project.

Site grading would expose soils to accelerated erosion by runoff if soils are not properly protected. However, as part of the project, erosion and sediment control BMPs and post-construction BMPs to avoid hydromodification effects would be implemented. The SWPPP would include such practices as seeding, mulching, installation of erosion control blankets, and installing sediment barriers such as fiber rolls and silt fences, as well as the stormwater management measures that are included in the project design. Therefore, the project would not result in substantial erosion or siltation on-site or off-site. The impact would be less than significant, and no mitigation is required.

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

And

iii) Impede or redirect flood flows?

The project would cause an increase in runoff rates and amounts during and shortly after construction, but runoff management measures required by the state Stormwater General Permit for Construction and Land Disturbance Activities and contained in the SWPPP would limit such increases to an acceptable level.

The project would not substantially alter the existing natural drainage pattern of the site or area. Because of the small area that the project would disturb relative to the watershed in which it is located, any increases in the rate or amount of surface runoff would not be sufficient to result in flooding on-site or off-site. The roadway extension and overpass would be constructed to current city design and construction standards. Additionally, no aspect of the project would impede or redirect flood flows. Therefore, the impact related to flooding on-site or off-site would be less than significant, and no mitigation is required.

iv) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

The project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. See responses to checklist questions c) i and ii above. The impact would be less than significant, and no mitigation is required.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

The project site is in Zone X, indicating that the project site is outside the 500-year floodplain of Pleasant Grove Creek. No large bodies of water are located in the project vicinity; therefore, there is no risk of inundation by seiche. The project area is located over 100 miles from the Pacific Ocean; therefore, there is no inundation risk related to tsunami. No impact would occur.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

The project site is within the Sacramento Valley basin, North American subbasin. The water quality control plan (i.e., Basin Plan) that covers the project area is the California Regional Water Quality Control Board, Central Valley Region's Sacramento River Basin Plan revised in May 2018. The Basin Plan covers the entire Sacramento and San Joaquin River Basins. Basin Plans consist of a designation or establishment for the waters within a specified area of beneficial uses to be protected, water quality objectives to protect those uses, and a program of implementation needed for achieving the objectives.

The project would incorporate erosion and sediment control BMPs and post-construction BMPs into the project to avoid substantial degradation of water quality. The SWPPP would include such practices as seeding, mulching, installation of erosion control blankets, and installing sediment barriers such as fiber rolls and silt fences, as well as the stormwater management measures that are included in the project design. Refer to Section 2.6 for a complete description of all construction BMPs the project would implement. No aspect of the project would conflict with or

obstruct implementation of the Basin Plan. Therefore, the impact is less than significant, and no mitigation is required.

3.2.10.3 Mitigation Measures

The proposed project would not result in significant impacts related to hydrology and water quality; therefore, no mitigation measures are required.

3.2.10.4 References

- Federal Emergency Management Agency. 2018. *FEMA Flood Map Service Center: Search by Address*. Map Number 06061C0941 H. Available: <https://msc.fema.gov/portal/search?AddressQuery=roseville%2C%20ca#searchresultsanchor>. Accessed: April 20, 2020.
- Madrone Ecological Consulting, LLC. 2019. *Draft Aquatic Resources Delineation Report for Roseville Parkway Extension*. Prepared for the City of Roseville. Published on October 14, 2019.
- Rogers, J.H. 1980. *Soil Survey of Placer County, California, Western Part*. USDA Soil Conservation Service in cooperation with University of California Agricultural Experiment Station.
- State Water Resources Control Board. 2010. *2010 California 303(d) List of Water Quality Limited Segments*. Available: http://www.waterboards.ca.gov/water_issues/programs/tmdl/2010state_ir_reports/category5_report.shtml. Accessed: April 20, 2020.
- U.S. Geological Survey. 2019. *Science in Your Watershed. USGS Water Resources Links for: 18020127 – Upper Coon-Upper Auburn*. Available: <http://water.usgs.gov/lookup/getwatershed?18020127/www/cgi-bin/lookup/getwatershed>. Accessed: April 20, 2020.
- Western Regional Climate Center. 2020. *Rocklin, California (047516)—Period of Record Monthly Climate Summary*. Available: <http://www.wrcc.dri.edu/cgi-bin/cliMAIN.pl?ca7516>. Accessed April 20, 2020.

3.2.11 Land Use and Planning

X. Land Use and Planning	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.2.11.1 Setting

The project site is located in north Roseville between Foothills Boulevard on the west, and Washington Boulevard on the east (Figures 1-1 and 1-2). The project site is currently dominated by disturbed annual grasslands. Industrial development borders the site along most of the south boundary and along the eastern third of the north boundary. The Highland Reserve residential development is located near the project's eastern end, along the east side of Washington Boulevard and along both sides of the existing Roseville Parkway. Industrial development is located near the project's western boundary, on the west side of Foothills Boulevard.

The General Plan land use designations for the project site include Industrial and Light Industrial, and zoning is General Industrial and Light Industrial. The project site is within the North Industrial Area, which is not subject to a specific plan but is a recognized planning subarea of the city.

City of Roseville General Plan 2035

The *City of Roseville General Plan 2035* guides the general distribution and intensity of land uses within the city. The General Plan Land Use and Circulation Elements include the following relevant goals and policies.

Land Use Goal 7. Potential population growth in Roseville must be based on the long-term carrying capacities and limits of the roadway system, sewer and water treatment facilities, and electrical utility service, as defined in the Circulation Element and the Public Facilities Element.

Circulation Goal 1. Maintain an adequate level of transportation service for all of Roseville's residents and employees through a balanced transportation system, which considers automobiles, transit, bicyclists, and pedestrians.

Circulation Level of Service Policy 2. Strive to meet the level of service standards through a balanced transportation system that reduces the auto emissions that contribute to climate

change by providing alternatives to the automobile and avoiding excessive vehicle congestion through roadway improvements, Intelligent Transportation Systems, and transit improvements.

The project site is designated easement/right-of-way and Industrial and Light Industrial. The Industrial land use designation is intended to provide areas for industrial uses that tend to generate noise, vibration, odor, dust, smoke, light, and an aesthetic appearance not compatible with residential and other sensitive receptors (City of Roseville 2016). The Light Industrial land use designation is applied to lands reserved for office, industrial, and research and development uses that generate very limited noise, vibration, odor, dust, smoke, light, or other pollutants, and are either integrated or compatible with surrounding uses (City of Roseville 2016).

Lands immediately surrounding the project site to the north, south and west also carry designations of Industrial and Light Industrial.

City of Roseville Zoning Ordinance

The City of Roseville Zoning Ordinance codifies the land uses allowed within the incorporated city limits. The zoning ordinance defines and maps a series of zoning districts, establishes regulatory standards for development and resource protection, and identifies the specific uses permitted within each of those districts (City of Roseville 1996a). The project site is zoned General Industrial (M2) and Light Industrial (M1) by the zoning ordinance (City of Roseville 1996b). Section 19.14 of the zoning ordinance defines the purpose of the M1 and M2 zoning districts as follows.

Light Industrial (M1) District. The Light Industrial district is intended to designate areas appropriate for light industrial uses such as manufacturing, processing, assembly, high technology, research and development and storage uses. The use types permitted within the M-1 district do not include outdoor manufacturing but may include limited outdoor storage and the emission of limited amount of visible gasses, particulates, steam, heat, odor, vibration, glare, dust, and noise. These uses may be compatible operating in relatively close proximity to commercial and residential uses.

General Industrial (M2) District. The General Industrial district is intended to designate areas suitable for a broad range of industrial uses including manufacturing, assembly, wholesale distribution, and warehousing.

3.2.11.2 Impact Analysis

a) Would the project physically divide an established community?

The project site is located on undeveloped disturbed annual grassland, adjacent to industrial, residential, and undeveloped disturbed annual grassland. The project constitutes use planned in the *City of Roseville General Plan 2035* and would not physically divide the community; rather, it would simply extend Roseville Parkway between Foothills Boulevard and Washington Boulevard. There would be no impact.

b) Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

The project is a use planned in the *City of Roseville General Plan 2035* and is consistent with the goals and policies of the general plan. The project would comply with the development standards and requirements specified by the City of Roseville Zoning Ordinance and the improvement standards of the General Plan. The project would not conflict with any applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. There would be no impact.

3.2.11.3 Mitigation Measures

The proposed project would not result in significant impacts related to land use. Therefore, no mitigation measures are required.

3.2.11.4 References

City of Roseville. 1996a. *City of Roseville Zoning Map*. Adopted July 26, 1996. Last updated: March 2017. Available:
<https://www.roseville.ca.us/cms/One.aspx?portalId=7964922&pageId=10990649>.
Accessed: April 14, 2020.

City of Roseville. 1996b. *City of Roseville Zoning Ordinance*. Last Amended April 6, 2016. Available:
<https://www.roseville.ca.us/cms/One.aspx?portalId=7964922&pageId=10990649>.
Accessed: April 14, 2020.

City of Roseville. 2016. *City of General Plan 2035*. Adopted June 15, 2016. Amended August 17, 2016. Available:
<https://www.roseville.ca.us/cms/One.aspx?portalId=7964922&pageId=8774544>.
Accessed: April 14, 2020.

3.2.12 Mineral Resources

XI. Mineral Resources	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.2.12.1 Setting

The California Geological Survey identifies areas that contain or that could contain significant mineral resources so as to provide context for local agency land use decisions and to protect availability of known mineral resources. Classifications ranging from MRZ-1 to MRZ-4 are based on knowledge of a resource's presence and the quality of the resource.

The project site is classified as MRZ-4, which is defined as "areas of no known mineral occurrences where geologic information does not rule out either the presence or absence of significant mineral resources" (California Department of Conservation, Division of Mines and Geology 1995). No mineral extraction operations exist in or adjacent to the project site. The *City of Roseville General Plan 2035* does not designate territory within the city limits for resource extraction.

3.2.12.2 Impact Analysis

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

Because no known mineral occurrences are present within the project site, the proposed project would not result in the loss of any known mineral resources that are of value to the region and residents of the state. No impact would occur.

b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

The city's general plan does not designate lands for mineral resource recovery, and no known mineral occurrences are present within or adjacent to the project site. No impact would occur.

3.2.12.3 Mitigation Measures

The proposed project would not result in significant impacts related to mineral resources. Therefore, no mitigation measures are required.

3.2.12.4 References

California Department of Conservation, Division of Mines and Geology. 1995. *Mineral Lands Classification Map of Placer County*. By Ralph C. Loyd. Available: file:///C:/Users/40895/Downloads/OFR%2095-10_Plate_2.pdf. Accessed: April 14, 2020.

3.2.13 Noise

XII. Noise	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.2.13.1 Noise Background

Noise is commonly defined as unwanted sound that annoys or disturbs people and potentially causes an adverse psychological or physiological effect on human health. The sound pressure level, expressed along the decibel (dB) scale, is the most common descriptor used to characterize the loudness of ambient (existing) noise. However, because the dB scale does not accurately describe how sound intensity is perceived by human hearing, noise measurements are weighted more heavily for frequencies to which humans are sensitive. This process is called *A-weighting*, written as dBA, and referred to as *A-weighted decibels*. In general, human sound perception is such that a change in sound level of 1 dB cannot typically be perceived by the human ear, a change of 3 dB is barely noticeable, a change of 5 dB is clearly noticeable, and a change of 10 dB is perceived as doubling or halving the sound level.

Sound attenuates based on geometry, or at a rate of 6 dB per doubling of distance for a point source (e.g., stationary compressor or construction equipment) and 3 dB per doubling of distance for a line source (e.g., traffic on a freeway). Atmospheric conditions, including wind, temperature gradients, and humidity, can change how sound propagates over distance and can affect the level of sound received at a given location. The degree to which the ground surface absorbs acoustical energy also affects sound propagation. Sound that travels over an acoustically absorptive

surface, such as grass, attenuates at a greater rate than sound that travels over a hard surface, such as pavement. The increased attenuation is typically in the range of 1 to 2 dB per doubling of distance. Barriers such as buildings and topography that block the line of sight between a source and receiver also increase the attenuation of sound over distance.

Different types of measurements are used to characterize the time-varying nature of sound. These measurements include the equivalent sound level (L_{eq}), the minimum and maximum sound levels (L_{min} and L_{max}), the day-night sound level (L_{dn}), and the community noise equivalent level (CNEL).

3.2.13.2 Vibration Background

Operation of heavy construction equipment creates seismic waves that radiate along the surface of the earth and downward into the earth. These surface waves can be felt as ground vibration. Vibration from operation of this equipment can result in effects ranging from annoyance of people to damage to structures. Varying geology and distance result in different vibration levels with different frequencies and displacements. In all cases, vibration amplitudes decrease with increasing distance. As seismic waves travel outward from a vibration source, they excite the particles of rock and soil through which they pass and cause the particles to oscillate. The actual distance that these particles move is usually only a few ten-thousandths to a few thousandths of an inch. The rate or velocity (in inches per second [in/sec]) at which these particles move is the commonly accepted descriptor of the vibration amplitude, referred to as the peak particle velocity (PPV). Table 3-10 summarizes typical vibration levels generated by construction equipment at various distances.

Table 3-10. Vibration Source Levels for Demolition and Construction Equipment

Equipment	PPV at 25 feet	PPV at 50 feet	PPV at 75 feet	PPV at 100 feet
Hoe ram	0.089	0.032	0.017	0.011
Large bulldozer	0.089	0.032	0.017	0.011
Loaded trucks	0.076	0.027	0.015	0.010
Jackhammer	0.035	0.012	0.007	0.004
Vibratory roller	0.003	0.001	0.001	<0.001

Sources: California Department of Transportation 2013 and Federal Transit Administration 2018.

PPV = peak particle velocity

Vibration amplitude attenuates over distance and is a complex function of how energy is imparted into the ground and the soil conditions through which the vibration is traveling. Caltrans has developed vibration guidelines for damage and annoyance potential from transient and continuous vibration usually associated with

construction activity. Vibration from construction equipment usually falls under the category of continuous/frequent intermittent sources. Tables 3-11 and 3-12 summarize these Caltrans guidelines for vibration damage and annoyance.

Table 3-11. Guideline Vibration Damage Potential Threshold Criteria

Structure and Condition	Maximum PPV (inches/second)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.20	0.10
Historic and some old buildings	0.50	0.25
Older residential structures	0.50	0.30
New residential structures	1.00	0.50
Modern industrial/commercial buildings	2.00	0.50

Source: California Department of Transportation 2013.

Note: Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory-compaction equipment.

PPV = peak particle velocity

Table 3-12. Guideline Vibration Annoyance Potential Criteria

Structure and Condition	Maximum PPV (inches/second)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Barely perceptible	0.04	0.01
Distinctly perceptible	0.25	0.04
Strongly perceptible	0.9	0.10
Severe	2.0	0.4

Source: California Department of Transportation 2013.

PPV = peak particle velocity

3.2.13.3 Existing Setting

The project site is located within the North Industrial Area of Roseville, about 0.5 mile south of Blue Oaks Boulevard, and would provide a new east-west facility between Foothills Boulevard and Washington Boulevard.

The Highland Reserve development consisting of single-family residences is located along Washington Boulevard at the eastern terminus of the project. The residences on both sides of the existing alignment of Roseville Parkway have continuous solid privacy walls that extend along the frontage of Roseville Parkway and Washington Boulevard. Apart from this development, land use in the project area consists primarily of commercial and industrial uses, with no apparent areas of frequent

outdoor use. The area adjacent to the proposed East Roseville Parkway westbound lanes is undeveloped and zoned for industrial use.

Sources of ambient noise include local traffic on Foothills Boulevard and Washington Boulevard. UPRR tracks extend parallel to the north-south route of Industrial Avenue, and both would cross under the new bridge that would be added with the proposed extension project. Wayside noise from freight rail locomotives and cars are an intermittent source of noise in the project area, in addition to horn noise at the nearest grade crossings at Blue Oaks Boulevard, Pleasant Grove Boulevard, and Industrial Avenue during train passbys. Aircraft from local airports are a source of noise during overflights. The closest airport to the project site is the Lincoln Regional Airport approximately 8 miles to the north. The nearest major airports are McLellan Airport, approximately 8 miles south of the project site, and Sacramento International Airport, approximately 15 miles southwest of the project site. Industrial and HVAC equipment from activities at land uses adjacent to the project also contribute to ambient sound levels in the area.

According to the noise analysis conducted for the *Amoruso Ranch Specific Plan EIR* (City of Roseville 2016a), the 60-dB L_{dn} noise contour extends 98 feet from the roadway centerline of Foothills Boulevard and 110 feet from the centerline of Washington Boulevard under existing conditions (under year 2014 as analyzed in the EIR).

3.2.13.4 Applicable Noise Standards

The project is located entirely within the city of Roseville, and as such city standards are used to determine significance under CEQA.

The *City of Roseville General Plan 2035* (City of Roseville 2016b) establishes maximum allowable noise exposure levels for transportation noise sources in terms of L_{dn} , shown in Table 3-13. The General Plan also includes criteria for nontransportation or stationary noise sources, which may be considered applicable to the temporary use of construction equipment. The standards for nontransportation sources are also used in Section 9.24.100 of the Roseville Municipal Code. These criteria are shown in Table 3-14.

Table 3-13. Maximum Allowable Noise Levels from Transportation Sources

Land Use	Outdoor Activity Areas ^a $L_{dn}/CNEL$, dB	Interior Spaces	
		$L_{dn}/CNEL$, dB	L_{eq} , dB ^b
Residential	60 ^c	45	--
Transient Lodging	60 ^c	45	--
Hospitals, Nursing Homes	60 ^c	45	--

Land Use	Outdoor Activity Areas ^a L _{dn} /CNEL, dB	Interior Spaces	
		L _{dn} /CNEL, dB	L _{eq} , dB ^b
Theaters, Auditoriums, Music Halls	--	--	35
Churches, Meeting Halls	60 ^c	--	40
Office Buildings	65	--	45
Schools, Libraries, Museums	--	--	45
Playgrounds, Neighborhood Parks	70	--	--

Source: City of Roseville 2016b.

Notes:

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

^a Outdoor activity areas for residential developments are considered to be the backyard patios or decks of single-family dwellings, and the patios or common areas where people generally congregate for multi-family developments.

Outdoor activity areas for non-residential developments are considered to be those common areas where people generally congregate, including pedestrian plazas, seating areas and outside lunch facilities.

Where the location of outdoor activity areas is unknown, the exterior noise level standard shall be applied to the property line of the receiving land use.

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

^c Where it is not possible to reduce noise in outdoor activity areas to 60 dB L_{dn}/CNEL or less using a practical application of the best-available noise reduction measures, an exterior noise level of up to 75 dB L_{dn}/CNEL may be allowed provided that available exterior noise level reduction measures have been implemented and interior noise levels are in compliance with this table.

CNEL = community noise equivalent level

dB = decibel

L_{dn} = day-night sound level

Table 3-14. Hourly Noise Level Performance Criteria for Nontransportation Noise Sources

Noise Level Descriptor	Daytime (7 a.m.–10 p.m.)	Nighttime (10 p.m.–7 a.m.)
Hourly average (L _{eq})	50 dB	45 dB
Maximum level (L _{max})	70 dB	65 dB

Source: City of Roseville, 2016.

Notes:

For municipal power plants consisting primarily of broadband, steady state noise sources, the hourly (L_{eq}) noise standard may be increased up to 10 dBA, but may not exceed 55 dBA hourly L_{eq} dB. Each of the specified noise levels should be lowered by 5 dB for simple tone noises, noises consisting primarily of speech or music, or for recurring impulsive noises. Such noises are generally considered by residents to be particularly annoying and are a primary source of noise complaints. These noise level standards do not apply to residential units established in conjunction with industrial or commercial uses (e.g., caretaker dwellings).

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

dB = decibel

dBA = A-weighted decibel

L_{eq} = equivalent sound level

L_{max} = maximum sound level

The municipal code provides an exemption for construction noise. Section 9.24.030, *Exemptions*, of the City Municipal Code indicates the following activities are exempt from city noise regulations:

Private construction (e.g., construction, alteration or repair activities) between the hours of 7:00 a.m. and 7:00 p.m. Monday through Friday, and between the hours of 8:00 a.m. and 8:00 p.m. Saturday and Sunday; provided, however, that all construction equipment shall be fitted with factory installed muffling devices and that all construction equipment shall be maintained in good working order.

3.2.13.5 Impact Analysis

- a) Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies?***

Construction

The assessment of potential construction noise levels was based on methodology developed by the Federal Transit Administration (2018) and construction noise criteria from applicable local guidance (such as local general plan documents or noise ordinances). Noise levels produced by commonly used construction equipment are shown in Table 3-15. Individual types of heavy construction equipment are expected to generate maximum noise levels ranging from 80 to 89 dBA at a reference distance of 50 feet. The construction noise level at a given receiver location depends on the type of construction activity and the distance and shielding between the activity and noise-sensitive receivers.

Table 3-15. Commonly Used Construction Equipment Noise Emission Levels

Equipment	Typical Noise Level (dBA) 50 Feet from Source
Rock Drill	95
Hoe Ram	90
Heavy Truck	84
Excavator	85
Bulldozer	85
Generator	81
Mixer	80
Grader	85
Compactor	82
Scraper	85
Backhoe	85
Roller	85
Loader	84

Source: Federal Transit Administration 2018.
dBA = A-weighted decibel.

Construction equipment used would vary by construction phase of the proposed project and would involve the use of excavators, bulldozers, heavy trucks, pumps, generators, graders, compactors, and other heavy equipment.

To characterize the overall noise level of the worst-case noise condition during a given phase of construction, the two loudest pieces of equipment were assumed to operate simultaneously along a construction site perimeter location relative to the nearest receptors. All types of heavy equipment were assumed to operate up to 50 percent of a given hour. Sound levels by project phase are shown in Table 3-16.

Table 3-16. Construction Noise Levels by Activity and Distance to Allowable Sound Levels

Construction Activity	Equipment Used ^a	Combined Source Level at 50 feet (L _{eq} , dBA) ^b	Distance to Exceedance of Daytime Sound Level Limit of 50 dBA L _{eq} (feet) ^c	Distance to Exceedance of Nighttime Sound Level Limit of 45 dBA L _{eq} (feet) ^d
Grubbing/Land Clearing	Scraper, Grader	85	1,100	1,750
Grading/Excavation	Scraper, Grader	85	1,100	1,750
Draining/Utilities/Subgrade	Hoe ram, Dozer	86	1,150	1,850
Paving	Paver, Roller	85	1,100	1,750
Overpass Construction	Rock drill, Excavator	92	2,450	3,900

Note: Distance calculation do not include the effects, if any, of local shielding from walls, topography or other barriers which may further reduce sound levels.

L_{eq} = equivalent sound level; dBA = A-weighted decibel.

^a The two loudest pieces of equipment that may operate in one location simultaneously.

^b Based on a usage factor of up to 50 percent.

^c The maximum distance where the combined equipment level may potentially exceed the City daytime threshold of 50 dBA L_{eq} for nontransportation sources. Daytime is defined as the hours between 7:00 a.m. to 10:00 p.m.

^d The maximum distance where the combined equipment level may potentially exceed the City nighttime threshold of 45 dBA L_{eq} for nontransportation sources. Nighttime is defined as the hours between 10:00 p.m. to 7:00 a.m.

The nearest sensitive receptors are single-family residences in the Highland Reserve development along Washington Boulevard. Commercial, industrial and undeveloped land uses along the proposed corridor do not include any apparent areas of frequent outdoor use and are generally not considered to be noise sensitive according to City General Plan noise compatibility standards.

As shown in Table 3-16, noise levels during the phases of road construction would potentially exceed city standards for nontransportation sources on construction sites at distances of up to 1,150 feet during daytime hours and 1,850 feet during nighttime hours. Use of a drill rig during construction of the overpass would potentially exceed city standards at distances of up to 2,450 feet during daytime hours and 3,900 feet during nighttime hours.

All construction work is planned to be done during daytime hours of 7:00 a.m. to 5:00 p.m., Monday through Friday, when noise from construction is exempt from the provisions of the City Municipal Code. No nighttime work is anticipated during construction. The use of heavy equipment would be temporary and short-term relative to a given work area, as construction progresses along the alignments of levee and channel areas throughout the construction window. As such, noise from heavy equipment would affect different areas at different times over the course of project construction, and the duration of excessive noise exposure that an individual receptor would experience would be somewhat limited. In addition, construction would only occur for a total of approximately 6 months, and only a portion of the work may potentially exceed city standards at the nearest single-family residences at the eastern terminus of the project.

Construction of the project would require up to 20 worker trips per day during peak traffic hours to commute to the work site. Relative to existing volumes on Foothills Boulevard and Washington Boulevard, this would result in a noise level increase of less than 1 dB relative to existing conditions, which would not be a perceptible increase.

Although use of heavy equipment during construction would potentially generate noise in excess of the city nontransportation standards, noise would be generated during exempt hours as defined in the municipal code. Noise from construction would be temporary, intermittent and would cease once work is complete. Therefore, the temporary impact of increased noise during construction is considered to be less than significant. No mitigation is required.

Operations

Traffic noise levels were predicted using FHWA Traffic Noise Model, version 2.5. Geometric inputs to the traffic noise model include the locations of roadways, shielding features (e.g., topography and buildings), noise barriers, and receptors, as well as ground type. Appendix B-2 contains ADT and peak hour traffic volumes used for the existing and future model conditions.

Traffic noise modeling was conducted for existing (year 2020) no project conditions, existing plus proposed project conditions, and cumulative (year 2035) plus proposed project conditions. The comparison of plus project to no project conditions indicates the direct effect of the project excluding the effects of future growth in traffic. Traffic modeling results are shown in Appendix B-3 (see initial study Appendix B). Modeling results are rounded to the nearest dB.

As shown in Table B-3A contained in Appendix B, traffic noise levels at modeled receiver locations for existing plus project conditions are predicted to be in the range of 55 to 62 dBA L_{dn} , accounting for all types of land use in the study area. Under

cumulative plus project conditions, traffic noise levels are predicted to range from 59 to 67 dBA L_{dn} .

Predicted traffic noise levels were compared to exterior and interior maximum allowable levels from the General Plan to determine noise compatibility of the project with existing land uses. The modeled locations are shown in Figure B-1 of Appendix B. At single-family residences, exterior noise levels would have a maximum value of 57 dBA L_{dn} in the existing year (2020) under the plus project condition, and a maximum value of 60 dBA L_{dn} under the cumulative (2035) plus project condition, as shown in Table B-3B of Appendix B. The modeled level of 60 dBA L_{dn} is equal to the City maximum allowable exterior noise standard for residential use. As such, traffic noise levels from the project under both existing year and cumulative conditions would be considered compatible with single-family residences. Commercial and industrial uses along the Roseville Parkway Extension are not considered to be noise sensitive, as indicated in the City General Plan.

Building interior noise levels under the future build condition were predicted based on outdoor-to-indoor noise reduction values for typical building components used in Department of Housing and Urban Development guidance (2009). Interior noise levels at single-family residences are shown in Table B-3C of Appendix B. The analysis assumes a building noise reduction factor of 30 dB, which is associated with standard framing double-hung windows, with up to 30 percent coverage of windows on the building structure. Based on this assumption, interior noise levels at all receiver locations are predicted have values of less than 45 dBA L_{dn} under both existing year and cumulative conditions.

Based on the above analysis, operation of the project would not expose persons to or generate noise levels in excess of standards established in the 2035 General Plan. Therefore, this impact is considered less than significant, and no mitigation is required.

b) Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

Operation of construction equipment may potentially result in perceptible levels of groundborne vibration in the immediate vicinity of heavy equipment during construction of the road. In general, noticeable levels of groundborne vibration are highly localized around the source of vibration. Vibration-generating equipment that would be operated along the project alignment include a hoe ram, rollers, bulldozers, and heavy trucks. These types of equipment typically produce PPV vibration levels of less than 0.10 in/sec at a reference distance of 25 feet. Vibration at this level may intermittently be noticeable inside of buildings during times when equipment is operating 25 feet from a building façade, but this is not anticipated to occur at any point during project construction.

Use of heavy equipment during construction of the project would be temporary and would cease once construction is complete. The types of equipment scheduled for use in work areas would produce a level of vibration that is not expected to result in exceedance of the Caltrans guidelines for damage and annoyance. Rubber-tired vehicles are not a significant source of groundborne vibration and operation of the project is not expected to generate noticeable levels of vibration. Therefore, this impact would be less than significant. No mitigation is required.

c) *For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?*

The closest airport to the project site is the Lincoln Regional Airport approximately 8 miles to the north. The nearest major public airports to the project site are McClellan Airport and Sacramento International Airport. The project lies outside of these airport influence areas and is more than 5 miles away from the 60 L_{dn} contour of both of the major airports. There are no private airstrips in the vicinity of the project site. Therefore, there would be no impact related to excessive noise from public use airports.

3.2.13.6 Mitigation Measures

The proposed project would not result in temporary or permanent significant impacts from noise or vibration. Therefore, no mitigation is required.

3.2.13.7 References Cited

California Department of Transportation. 2013. *Transportation and Construction Vibration Guidance Manual*. September. Available:
http://www.dot.ca.gov/hq/env/noise/pub/TCVGM_Sep13_FINAL.pdf.

City of Roseville. 2016a. *Amoruso Ranch Specific Plan Final EIR*. Prepared by AES. May.

City of Roseville. 2016b. *City of Roseville General Plan 2035*. Development Services Department – Planning Division. Adopted June 15, 2016.

Federal Transit Administration. 2018. *Transit Noise and Vibration Impact Assessment Manual*. September. U.S. Department of Transportation. Available:
https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf. Accessed: December 12, 2019.

U.S. Department of Housing and Urban Development, Office of Community Planning and Development. 2009. *The Noise Guidebook*. Washington, D.C. April.

3.2.14 Population and Housing

XIII. Population and Housing	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Displace a substantial number of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.2.14.1 Setting

The project site is undeveloped disturbed annual grassland. The *City of Roseville General Plan 2035* land use map designates the project site for general and light industrial uses. No new homes are proposed for the project site.

3.2.14.2 Impact Analysis

a) *Would the project induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?*

The proposed project is identified in the City of Roseville Transportation System Capital Improvement Program and General Plan Circulation Element. Employment-generating activities, such as construction of the roadway and overpass, would bring some workers into the area, but these activities are not anticipated to directly result in substantial population growth.

The project would not indirectly induce population growth by extension of Roseville Parkway, rather it would provide for more efficient east-west travel in the project area. This impact is less than significant, and no mitigation is required.

b) *Would the project displace a substantial number of existing people or housing units, necessitating the construction of replacement housing elsewhere?*

There are no residences on the project site; therefore, the proposed project would not displace housing. No impact would occur.

3.2.14.3 Mitigation Measures

The proposed project would not have a significant impact on population and housing. Therefore, no mitigation is required.

3.2.15 Public Services

XIV. Public Services	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or a need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:				
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.2.15.1 Setting

Fire Protection

The Roseville Fire Department operates nine fire stations that provide fire protection, suppression, emergency medical services, and hazardous material management within the city of Roseville, including the project site. The project site is within Fire Protection Districts 7 and 2, served by Fire Station No. 7 and No. 2. Fire Station No. 7 is approximately 1 mile east of the project site at 911 Highland Point Drive. Fire Station No. 2 is approximately 2 miles south of the project site at 1398 Junction Boulevard (City of Roseville 2017).

Police Protection

The Roseville Police Department, headquartered approximately 1.7 miles south of the project site at 1051 Junction Boulevard, provides police protection services to Roseville.

Schools

The closest school to the project site is George A. Buljan Middle School approximately 0.75 mile south of the project site. The next closest school is Arbor View Montessori approximately 1.1 miles south of the project site.

Parks

The nearest existing park to the project site is Summerhill Park, approximately 0.25 mile northeast of the project site's eastern boundary. Additional parks in the project vicinity include Duran, Gilbert A. & Helen K. Park, Buljian Park, and Brown Vencil Park. Woodcreek Golf Club is to the southwest.

3.2.15.2 Impact Analysis

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or a need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:

Fire protection?

The Roseville Parkway extension and overpass would be constructed in compliance with applicable city codes and regulations. The proposed project would improve east-west accessibility in the project area by providing additional east-west circulation options for service calls in North Roseville. No impact would occur.

Police protection?

Because the proposed project would not introduce new residents to the area, it would not result in a need for new or physically altered police facilities in order to maintain adequate service levels. The proposed project would improve east-west accessibility in the project area by providing additional east-west circulation options for service calls in North Roseville. No impact would occur.

Schools?

The proposed project would not introduce additional residents to the area. The proposed project would improve east-west accessibility in the project area by providing additional east-west circulation options. Because the proposed project would not increase the demand for school facilities, there would be no impact.

Parks and Other Public Facilities?

Because the proposed project would not introduce new residents to the area, it would not result in the need for new or expanded parks or other public facilities. No impact would occur.

3.2.15.3 Mitigation Measures

The proposed project would have no impact on public services and therefore, no mitigation is required.

3.2.15.4 References

City of Roseville. 2017. *Location of Roseville Fire Stations*. March. Roseville, California. Available:
https://www.roseville.ca.us/UserFiles/Servers/Server_7964838/File/Government/Departments/Fire%20Dept/Fire%20Station%20Locations/Location%20of%20Roseville%20Fire%20Stations%20-%202017.pdf. Accessed: April 10, 2020.

3.2.16 Recreation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
XV. Recreation				
Would the project:				
a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.2.16.1 Setting

The project site is on land designated for right-of-way or general and light industrial uses, as described in the *City of Roseville General Plan 2035* and the City's Zoning Ordinance.

Reference Section 3.2.15, *Public Services*, for information on parks in the project area.

3.2.16.2 Impact Analysis

a) *Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?*

The proposed project would not introduce new residents to the area and would not increase the use of existing neighborhood and regional parks or other recreational facilities. No impact would occur.

b) *Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?*

The proposed project does not include construction of recreational facilities and would not require the construction of new recreational facilities or the expansion of existing recreational facilities that might have an adverse physical effect on the environment. Therefore, the proposed project would have no potential adverse physical effects on the environment associated with the construction of recreational facilities. No impact would occur.

3.2.16.3 Mitigation Measures

The proposed project would have no impact on recreational facilities. Therefore, no mitigation is required.

3.2.17 Transportation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
XVI. Transportation				
Would the project:				
a. Conflict with a program, plan, ordinance, or policy addressing the circulation system including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The transportation analysis is based on the *Roseville Parkway Extension Traffic Evaluation Memorandum* prepared by Kimley-Horn (Kimley-Horn 2020). The Kimley-Horn traffic memorandum was prepared to support CEQA and to document project consistency with prior, more comprehensive environmental studies, and to inform the intersections' lane geometries to achieve acceptable operations.

3.2.17.1 Setting

Regulatory Setting

State

Caltrans is responsible for operating and maintaining all state-owned roadways and interstate highways in California. Caltrans sets maximum load limits for trucks and safety requirements for oversized vehicles that operate on highways. Highways in Placer County are under the jurisdiction of Caltrans District 3.

The California Vehicle Code, Division 15, Chapters 1 through 5 (Size, Weight, and Load) gives Caltrans discretionary authority to issue special permits for the movement of vehicles and loads exceeding statutory limitations on the size, weight, and loading of vehicles operated on highways. A special permit issued by Caltrans is required to authorize the operation of oversize or overweight trucks. In addition, Sections 660–711 of the California Streets and Highways Code require permits from Caltrans for any roadway encroachment during truck transportation and delivery.

The regulations for the care and protection of state and county highways require permits for any load that exceeds Caltrans weight, length, or width standards for public roadways.

Finally, state law requires each city and county to adopt a comprehensive, long-range general plan, including a circulation element, to guide its physical development. The applicable local documents are described below.

Local

Placer County 2036 Regional Transportation Plan

The Placer County Transportation Planning Agency's (PCTPA) *Placer County Regional Transportation Plan 2040*, approved November 21, 2019, outlines the existing modes of transportation and identifies needed improvements to guide the systematic development of a balanced, comprehensive, multimodal transportation system integrated with land use and air quality planning to meet Placer County's transportation needs (Placer County Transportation Planning Agency 2019). PCTPA serves as the County's designated Congestion Management Agency and implements an alternative transportation outreach effort as part of the *Placer County Regional Transportation Plan 2040* to meet its congestion management program requirements (Placer County Transportation Planning Agency 2019). The *Placer County Regional Transportation Plan 2040* also functions as the local transportation plan incorporated into the larger SACOG MTP/SCS. As one of the cities within Placer County, Roseville is a member of PCTPA. The *Placer County Regional Transportation Plan 2040* includes the following relevant goals and policies.

Goal 1: Highways/Streets/Roadways. Maintain and upgrade a safe, efficient, and convenient countywide roadway system that meets the travel needs of people and goods through and within the region.

Goal 5: Goods Movement. Provide for the safe and efficient movement of goods through, within, and into Placer County.

Goal 9: Integrated Land Use, Air Quality and Transportation Planning. By integrating land, air, and transportation planning, build and maintain the most efficient and effective transportation system possible while achieving the highest possible environmental quality standards.

Objective A, Policy 3. Provide technical support to jurisdictions' local roadway improvement efforts through circulation system analysis, and other transportation studies, as requested.

Objective B, Policy 4. Encourage local jurisdictions to develop and implement complete street practices in the design and maintenance of local roads.

City of Roseville General Plan 2035

The Circulation Element of the *City of Roseville General Plan 2035* includes the following relevant goals and policies.

Functional Classification Goal 1. Provide guidance to the long-range planning of the City's roadway system including design standards, right-of-way requirements and coordination with surrounding jurisdictions.

Functional Classification Policy 4. Maintain a system of truck routes to provide for the safe and efficient movement of goods and to avoid impacting residential neighborhoods.

Level of Service Goal 1. Maintain an adequate level of transportation service for all of Roseville's residents and employees through a balanced transportation system, which considers automobiles, transit, bicyclists, and pedestrians.

Level of Service Policy 1. Maintain a level of service (LOS) "C" standard at a minimum of 70 percent of all signalized intersections and roadway segments in the City during the a.m. and p.m. peak hours. Exceptions to the LOS "C" standard may be considered for intersections where the City finds that the required improvements are unacceptable based on established criteria identified in the implementation measures. In addition, Pedestrian Districts may be exempted from the LOS standard.

Bikeways/Trails Goal 2. Establish and maintain a safe, comprehensive and integrated bikeway and trail system that encourages the use of bikes and walking for commuting, recreational and other trips.

Environmental Setting

Project Roadways

The proposed project is located in the North Industrial Planning Area of Roseville. The project includes extension of Roseville Parkway by approximately 0.75 mile from its current terminus at Washington Boulevard westerly to Foothills Boulevard. The project includes construction of an overpass of the UPRR tracks and Industrial Avenue.

The transportation analysis evaluated the following study intersections (see Figure 3-2):

1. Roseville Parkway at Foothills Boulevard
2. Roseville Parkway at Washington Boulevard

The primary focus of study was to document project consistency with prior environmental studies related to the above intersections and proposed road extension. Accordingly, this traffic evaluation considered the following analysis scenarios:

A. Existing (2020) Conditions. Conditions representative of on-the-ground conditions established using traffic count data provided by the City's Intelligent Transportation System from February 2020.

B. Existing (2020) plus Proposed Project Conditions. Conditions representative of year 2020 conditions resulting from the addition of and network connectivity achieved

from the Roseville Parkway Extension. Traffic volumes were approximated using the City's Travel Demand Model to establish these "plus project" conditions.

C. Cumulative (2035) plus Proposed Project Conditions. Conditions obtained directly from the Amoruso Ranch Specific Plan in which the Roseville Parkway Extension is included.

Methodology

The traffic evaluation was performed in accordance with the City's preferred methodologies (City of Roseville 2020) and general guidelines for the preparation of traffic studies.

Analysis of transportation facility operations is based on the concept of LOS. The LOS of a facility is a qualitative measure used to describe operational conditions. LOS ranges from A (best), which represents minimal delay, to F (worst), which represents heavy delay and a facility that is operating at or near its functional capacity. LOS for this study were determined using methods defined in the Highway Capacity Manual (HCM) 6th Edition. The HCM includes procedures for analyzing a variety of intersection traffic control, including traffic signals. The signalized intersection procedures define LOS as a function of average control delay for the intersection as a whole. Table 3-17 presents intersection LOS definitions as defined in the HCM. LOS was determined using the Synchro® traffic analysis software.

Table 3-17. Intersection Level of Service Criteria

Level of Service (LOS)	Signalized Average Control Delay (sec/veh)
A	≤ 10
B	> 10 – 20
C	> 20 – 35
D	> 35 – 55
E	> 55 – 80
F	> 80

Results



This section summarizes the technical analyses completed for the study intersections. These facilities were analyzed under existing (2020) conditions with and without the proposed project, and cumulative (2035) conditions with the proposed project. Figure 3-3 depicts the study intersections' lane geometries, while Figure 3-4 and Figure 3-5 present the analysis scenarios' peak-hour intersection turning movement volumes. The traffic count data sheets are provided the Traffic Evaluation Memorandum Appendix A (see Initial Study Appendix C). Traffic Evaluation Memorandum Appendices B-E include the scenarios' analysis



NOT TO SCALE



LEGEND

-  Proposed Project
-  Study Intersection

Source: Kimley Horn, 2020.

Figure 3-2
Project Vicinity

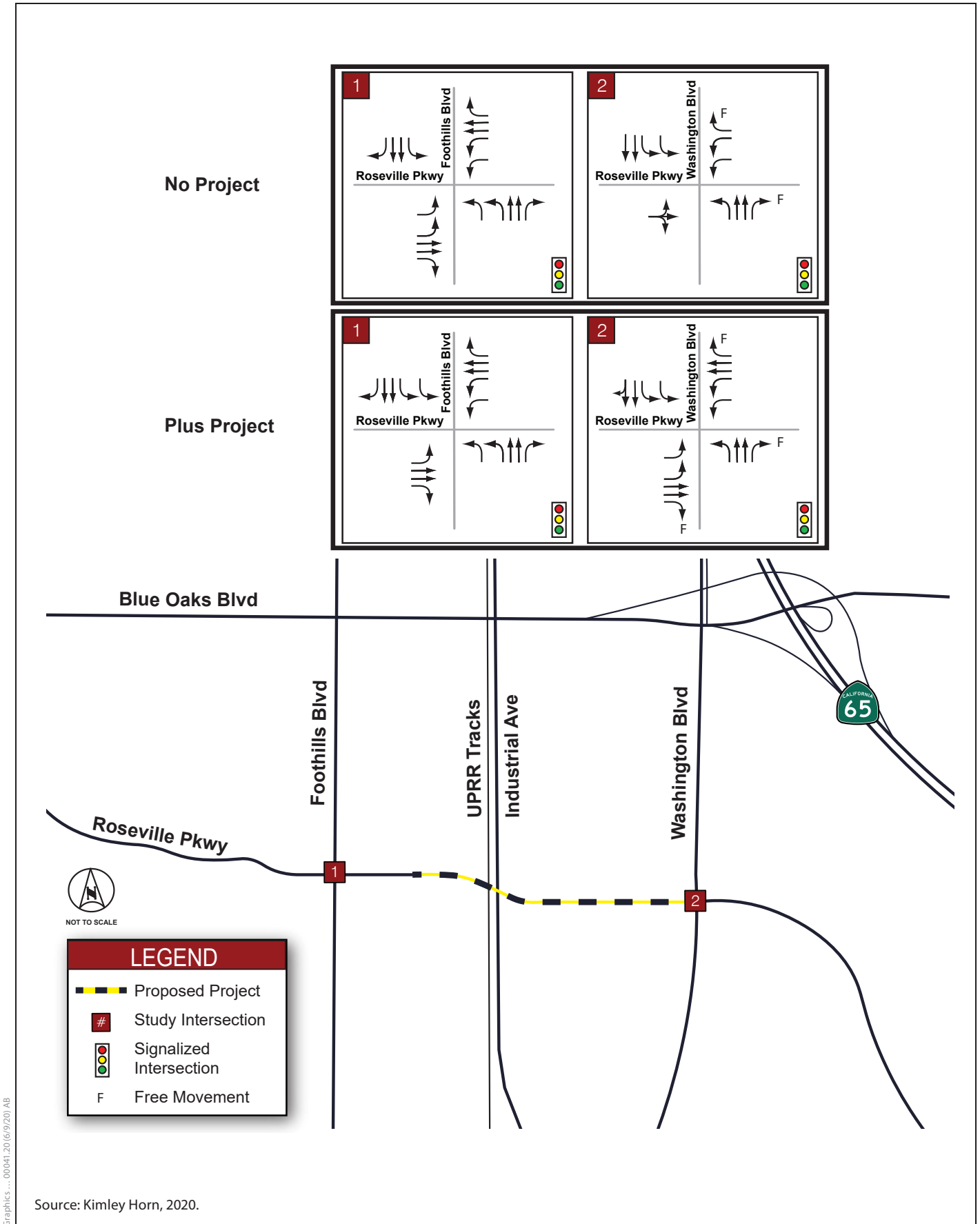
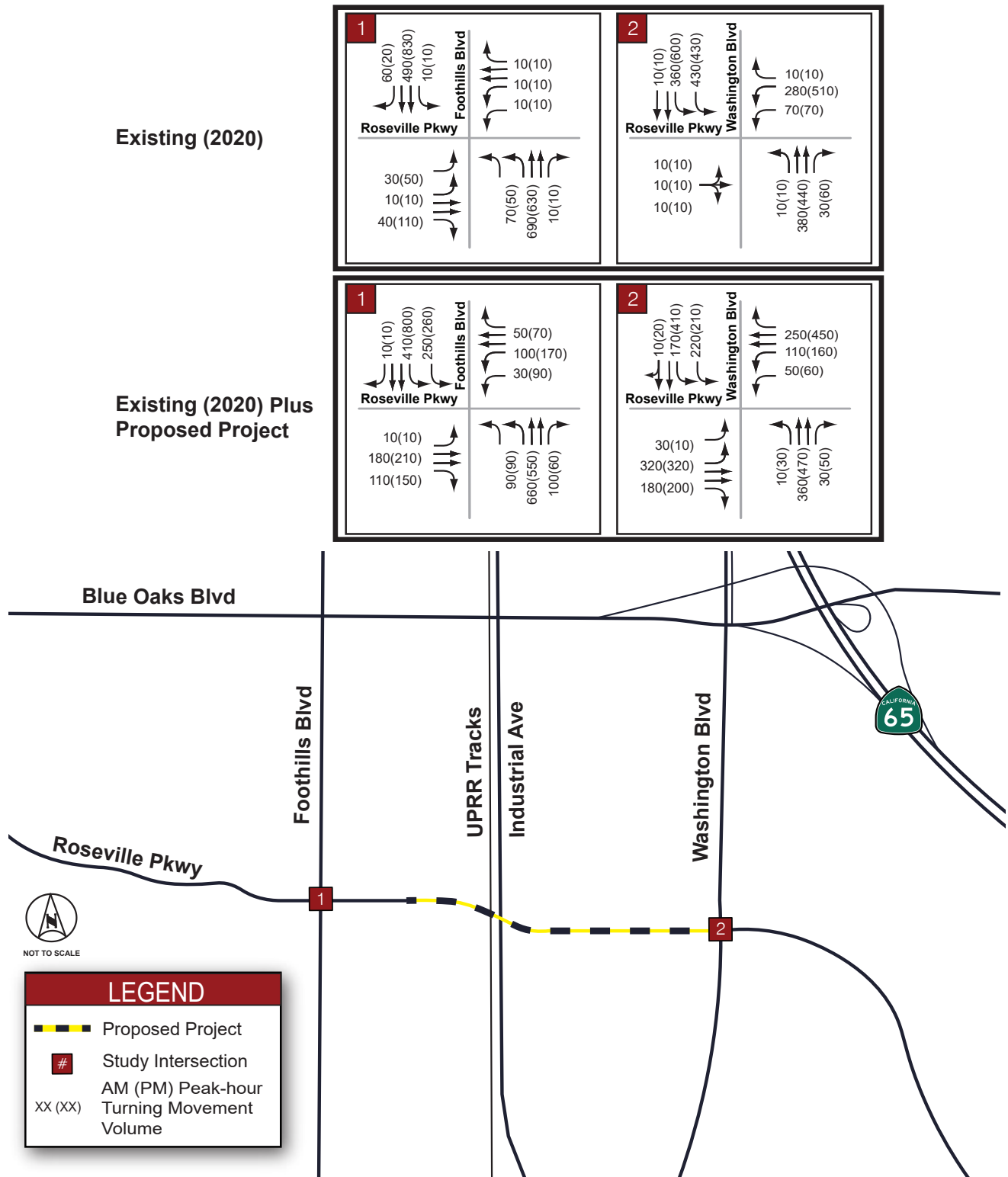
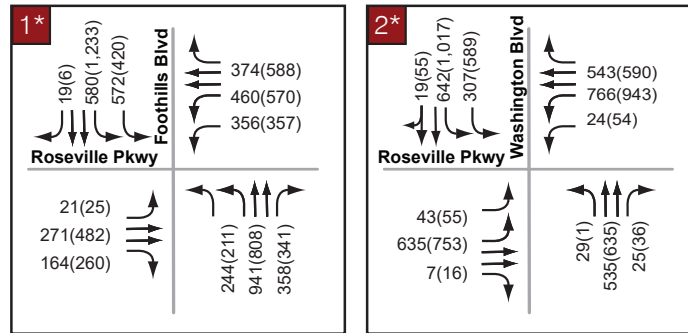


Figure 3-3
Study Intersections, Traffic Control, and Lane Geometries

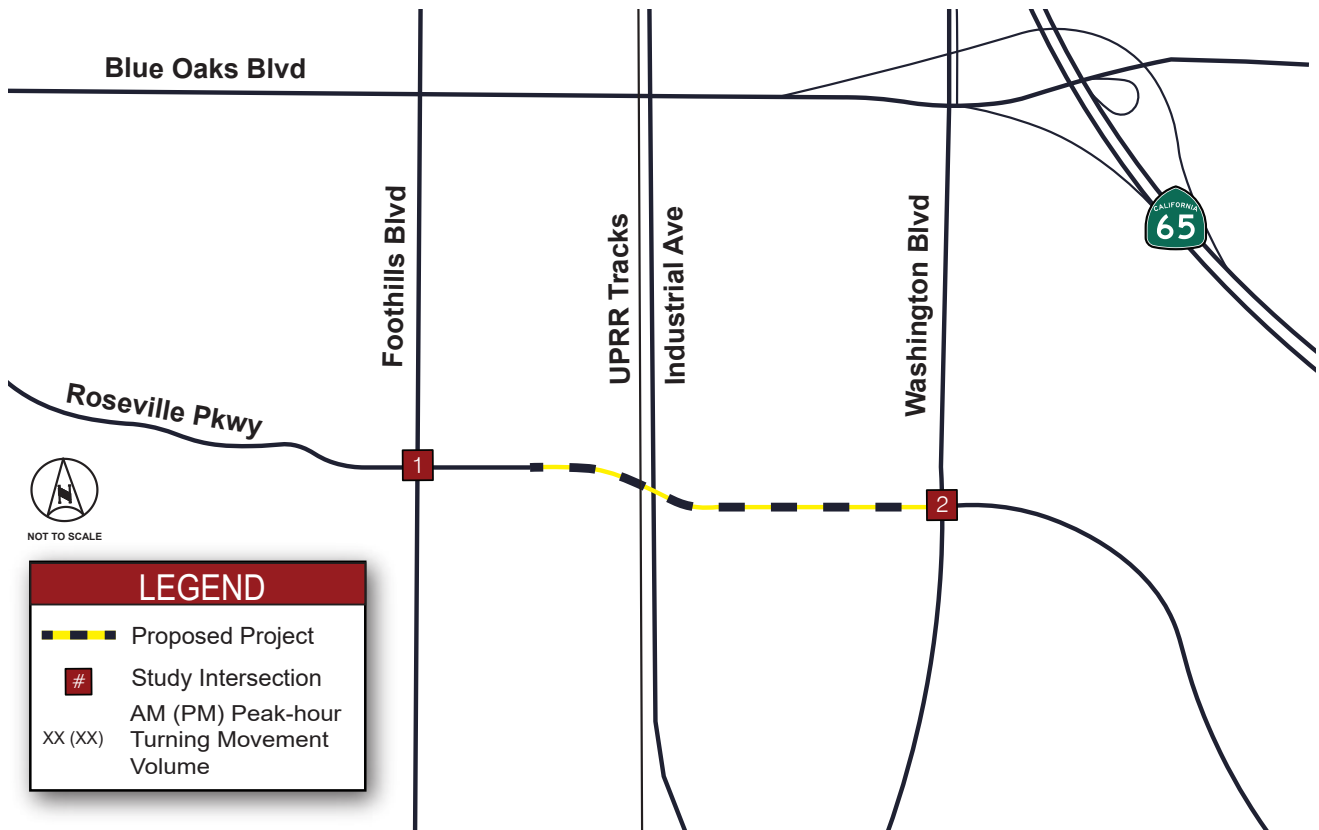


Source: Kimley Horn, 2020.

Figure 3-4
Existing (2020) Conditions Peak-Hour Volumes



*Peak-Hour Volumes were obtained directly from the Amoruso Ranch Traffic Study's 2035 Cumulative Plus Project Conditions



Source: Kimley Horn, 2020.

Figure 3-5
Cumulative (2035) plus Proposed Project Conditions Peak-Hour Volumes

worksheets (see Initial Study Appendix C). The results of the intersection LOS analyses are presented in Table 3-18.

As shown in Table 3-18, the study intersections operate at acceptable LOS D or better during both peak hours, for all analysis scenarios.

Table 3-18. Intersection Levels of Service

ID	Intersection	Peak Hour	Existing (2020)		Existing (2020) plus Project		Cumulative (2035) plus Project	
			Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
1	Roseville Parkway @ Foothills Boulevard	AM	13.8	B	17.2	B	37.5	D
		PM	16.0	B	18.3	B	42.2	D
2	Roseville Parkway @ Washington Boulevard	AM	15.4	B	19.0	B	25.5	C
		PM	15.2	B	20.0	C	37.3	D

3.2.17.2 Impact Analysis

a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

The proposed project, through its extension of Roseville Parkway between Foothills Boulevard and Washington Boulevard, does not conflict with the City of Roseville's applicable planning documents including the *General Plan 2035*, *Bicycle Master Plan*, *Pedestrian Master Plan*, and *Short-Range Transit Plan*. The following is an overview of the project's consistency with these guiding documents:

- Circulation System
 - Consistent with the proposed project, the facility is indicated to have four future lanes (City of Roseville 2016: Figure III-3)
 - Additionally, consistent with the proposed project, the facility is designated as a four-lane facility in the Year 2035 mitigated network (City of Roseville 2016:Table III-4)
- Transit Facilities
 - Although not a designated transit route, the proposed project connects to Roseville Transit Route R that operates weekdays in both directions along Foothills Boulevard. There is currently a southbound bus stop located south of the proposed project intersection with Foothills Boulevard.
- Bicycle Facilities

- Consistent with the proposed project, the facility is indicated to have Class II Bike Lanes along the entire stretch of Roseville Parkway, as well as along both Foothills Boulevard and Washington Boulevard (City of Roseville 2016: Figure III-6; City of Roseville 2008: Figure 5).
- Additionally, the proposed project includes a separated 10-foot multi-use path that further supports the City's *General Plan* and *Bicycle Master Plan* goals.
- Pedestrian Facilities
 - The proposed project includes both an attached 8-foot sidewalk and a separated 10-foot multi-use path. Through its inclusion of these facilities, the proposed Project supports the City's *General Plan* and *Pedestrian Master Plan* goals.

As discussed above, the project is found consistent with applicable plans, ordinances and policies. There would be no impact.

b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

SB 743 was enacted by the California legislature in 2013 and required the Office of Planning and Research to adopt new guidelines for assessing CEQA-related transportation impacts. The City has determined that the proposed project does not require VMT analyses in response to SB 743 for the following reasons:

- The proposed project is included in the MTP/SCS recently adopted by SACOG.
- The proposed project is included in the Amoroso Ranch Specific Plan EIR, which is also incorporated into the current General Plan and the pending General Plan Update.
- The General Plan Update, scheduled to be adopted in Fall 2020, includes "grandfathering" of all previously adopted specific plans and will also include a VMT Policy that will only apply to new project proposals.
- As outlined in CEQA Guidelines Section 15064.3(b)(2) for roadway capacity projects, agencies have the discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements. To the extent that such impacts have already been adequately addressed at a programmatic level, such as in a regional transportation plan EIR, a lead agency may tier from that analysis as provided in CEQA Section 15152.

The proposed project is found to be consistent with CEQA Guidelines 15064.3 subdivision (b) and there would be no impact.

c) *Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

The project has been designed in a manner consistent with all applicable, published design standards at the onset of the project including the City of Roseville's Design and Construction Standards, Caltrans' Highway Design Manual, and the American Association of State Highway and Transportation Officials' A Policy on Geometric Design of Highways and Streets. Consistent with the City's expansive transportation system, the project would support all compatible uses and the surrounding land uses that are reasonably anticipated to contribute traffic to and rely on this facility are compatible with the design considerations. Accordingly, through its consistency with these standards, as well as resulting from its improved network connectivity, the proposed project would not increase hazards and would support all compatible uses. There would be no impact.

d) *Result in inadequate emergency access?*

The City previously analyzed the proposed project's effect on the emergency response times and access during the project development phase as part of the *City of Roseville Roadway System Capital Improvements Project Sensitivity Analysis Update* (City of Roseville 2019). Through a comprehensive sensitivity analysis, the City documented the proposed project's, as well as other significant projects' effects on peak-hour travel times and general vehicular access to emergency and medical service facilities, with a focus on travel times between the northwest portion of the city and two emergency hospital providers (Sutter Roseville and Kaiser Roseville). These previous efforts concluded the following as relates to the proposed projects' improvements to emergency access:

The Roseville Parkway extension project provides congestion reductions on the Blue Oaks Boulevard/Industrial Avenue overcrossing by reducing the 10-year peak-hour traffic volumes on the Blue Oaks Boulevard bridge. Furthermore, Roseville Parkway serves as another means to get from the west side of the City to the east side without having to access State Route 65. This parallel capacity would be helpful in emergency situations and as an alternate route during construction of the Blue Oaks Boulevard bridge widening. (City of Roseville 2019)

The project plans would be reviewed by the appropriate City departments to ensure conformance with all applicable fire-safety code and ordinance requirements for emergency access. There would be no impact.

3.2.17.3 Mitigation Measures

The proposed project would have no impact on transportation. Therefore, no mitigation is required.

3.2.17.4 References

- City of Roseville. 2008. *Bicycle Master Plan*. Available:
https://www.roseville.ca.us/UserFiles/Servers/Server_7964838/File/Government/Departments/Public%20Works/Biking%20&%20Walking/Planning/2008%20Bicycle%20Master%20Plan2.pdf.
- City of Roseville. 2016. *Roseville General Plan 2035*. Available:
http://www.roseville.ca.us/gov/development_services/planning/general_plan_n_development_guidelines.asp?grpxver=mob. Accessed: September 29, 2017.
- City of Roseville. 2019. *Roadway System Capital Improvements Project Sensitivity Analysis Update*. Presented at the April 17, 2019 Roseville City Council Meeting.
- City of Roseville. 2020. *Section 4 Traffic Impact Studies, City of Roseville Design Standards*. January.
- Kimley-Horn. 2020. *Roseville Parkway Extension Traffic Evaluation Memorandum*. June 5.
- Placer County Transportation Planning Agency. 2019. *Final Placer County 2036 Regional Transportation Plan*. Available:
http://www.pctpa.net/library/rtp/2036/RTP/Final_2036_RTP_Full.pdf. Accessed: September 29, 2017.

3.2.18 Tribal Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
XVII. Tribal Cultural Resources				
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

3.2.18.1 Setting

Tribal cultural resources are defined in CEQA as:

1. Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American Tribe that are either of the following:
 - a. Included in or determined to be eligible for inclusion in the CRHR.
 - b. Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.
2. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1.

AB 52 defines a California Native American Tribe as a Native American tribe located in California that is on the contact list maintained by the NAHC (Public Resources Code Section 21073). A cultural landscape that meets the criteria of subdivision (a) is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape. Sacred places can include Native American sanctified cemeteries, places of worship, religious or ceremonial sites, and sacred shrines. Both unique and non-unique archaeological resources, as defined in Public Resources Code Section 21083.2, can be tribal cultural resources if they meet the criteria for listing in the CRHR (Public Resources Code Section 524.1(c)). The lead agency relies upon substantial evidence to make the determination that a resource qualifies as a tribal cultural resource when it is not already listed in the CRHR or a local register.

On September 23, 2019, the City of Roseville sent certified letters to the following tribes requesting consultation or information regarding tribal resources in the project area. The letters requested a response within 30 days.

- UAIC (Gene Whitehouse, Chairman)
- SSBMI (Nicholas Fonseca, Chairperson)
- Tsi Akim Maidu (Don Ryberg, Chairperson)
- Lone Band of Miwok Indians (Sara D. Setshwaelo, Cultural Committee Chair)

To date, two responses regarding consultation have been received from the UAIC and SSBMI. On October 17, 2019, the City of Roseville received a letter dated October 8, 2019 from Gene Whitehouse, Chairman of the UAIC. The letter requested to consult under AB 52, identified the area of the project as sensitive for tribal cultural resources, requested copies of drafted or completed technical reports, requested one meeting to discuss the project and potential impacts, and identified the UAIC's point of contact as Anna Starkey. Terri Shirhall with the City of Roseville followed up with an email to Anna Starkey of the UAIC on October 23, 2019. The email acknowledged the request for continued consultation and provided survey reports and permits associated with the project. Additional outreach between the City and Starkey resumed in January and April of 2020 with Starkey requesting to review the Draft IS/MND before it goes public to review for incorporation of UAIC's preferred mitigation measures. In July 2020 Terri Shirhall emailed the admin draft IS/MND to Ms. Starkey. Ms. Starkey replied in a July 20 email to Terri Shirhall that she had no further comment and consultation could be closed with City agreement. The City concurred and consultation was closed with agreement on July 20, 2020.

On October 21, 2019, the City of Roseville received a letter dated October 14, 2019 from Daniel Fonseca, Cultural Resources Director for the SSBMI. The letter stated that the SSBMI was not aware of any known cultural resources in the project; however, they would like to have continued consultation as the project progresses.

The letter also requested copies of drafted or completed technical reports and would like to be notified of human remains are found. Terri Shirhall with the City of Roseville followed up with an email to Kara Perry of the SSBMI on October 23, 2019. The email acknowledged the request for continued consultation and provided survey reports and permits associated with the project. On January 13, 2020 Kara Perry responded with an email to Terri Shirhall stating that the City can close consultation with the SSBMI but would like to be informed if any changes are made to the project.

As of release of this document, no tribal cultural resources have been identified by any of the consulting tribes and AB 52 tribal consultations were closed with agreement.

3.2.18.2 Impact Analysis

a) Cause a substantial adverse change in the significance of a tribal cultural resource that is listed or eligible for listing in the California Register of Historical Resources or other local register as defined in Public Resources Code Section 5020.1(k)?

No tribal resources were identified through consultation efforts. Therefore, it is expected that the project would not result in impacts on tribal cultural resources. There would be no impact.

b) Cause a substantial adverse change in the significance of a tribal cultural resource that is determined by the lead agency to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria, the lead agency shall consider the significance of the resource to a California Native American tribe.

No tribal resources were identified through consultation efforts. Therefore, it is expected that the project would not result in impacts on tribal cultural resources. However, it is possible that unknown buried tribal cultural resources could be present on the project site. Should buried or otherwise unknown tribal cultural resources be encountered and damaged during construction, a potentially significant impact would result. Implementation of Mitigation Measure TCR-1 would reduce this impact to less than significant.

3.2.18.3 Mitigation Measures

Mitigation Measure TRC-1: Implement Measures to Protect Previously Unidentified Tribal Cultural Resources

If subsurface deposits believed to be cultural or human in origin, or tribal cultural resources, are discovered during construction, all work shall halt within a 100-foot radius of the discovery, and the Construction Manager shall immediately

notify the City of Roseville Development Services Director by phone. The Construction Manager shall also immediately coordinate with the monitoring archaeologist or project archaeologist, or, in the absence of either, contact a qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for archaeology and subject to approval by the City, to evaluate the significance of the find and develop appropriate management recommendations. All management recommendations shall be provided to the City in writing for the City's review and approval. If recommended by the qualified professional and approved by the City, this may include modification of the no-work radius.

The professional archaeologist must make a determination, based on professional judgement and supported by substantial evidence, within one business day of being notified, as to whether or not the find represents a cultural resource or has the potential to be a tribal cultural resource. The subsequent actions will be determined by the type of discovery, as described below. These include: (1) a work pause that, upon further investigation, is not actually a discovery and the work pause was simply needed in order to allow for closer examination of soil (a "false alarm"); (2) a work pause and subsequent action for discoveries that are clearly not related to tribal resources, such as can and bottle dumps, artifacts of European origin, and remnants of built environment features; and (3) a work pause and subsequent action for discoveries that are likely related to tribal resources, such as midden soil, bedrock mortars, groundstone, or other similar expressions.

Whenever there is question as to whether or not the discovery represents a tribal resource, culturally affiliated tribes shall be consulted in making the determination. The following processes shall apply, depending on the nature of the find, subject to the review and approval of the City:

- Response to False Alarms: If the professional archaeologist determines that the find is negative for any cultural indicators, then work may resume immediately upon notice to proceed from the City's representative. No further notifications or tribal consultation is necessary, because the discovery is not a cultural resource of any kind. The professional archaeologist shall provide written documentation of this finding to the City.
- Response to Non-Tribal Discoveries: If at the time of discovery a professional archaeologist determines that the find represents a non-tribal cultural resource from any time period or cultural affiliation, the City shall be notified immediately, to consult on a finding of eligibility and implementation of appropriate treatment measures, if the find is determined to be a historical resource under CEQA, as defined in Section 15064.5(a) of the CEQA Guidelines. The professional archaeologist shall provide a photograph of the

find and a written description to the City of Roseville. The City of Roseville will notify any tribe(s) who, in writing, requested notice of unanticipated discovery of non-tribal resources. Notice shall include the photograph and description of the find, and a tribal representative shall have the opportunity to determine whether or not the find represents a tribal cultural resource. If a response is not received within 24 hours of notification (none of which time period may fall on weekends or City holidays), the City will deem this portion of the measure completed in good faith as long as the notification was made and documented. If requested by a tribe(s), the City may extend this timeframe, which shall be documented in writing (electronic communication may be used to satisfy this measure). If a notified tribe responds within 24 hours to indicate that the find represents a tribal cultural resource, then the Response to Tribal Discoveries portion of this measure applies. If the tribe does not respond or concurs that the discovery is non-tribal, work shall not resume within the no-work radius until the City, through consultation as appropriate, determines that the site either: (1) is not a historical resource under CEQA, as defined in Section 15064.5(a) of the CEQA Guidelines; or (2) that the treatment measures have been completed to its satisfaction.

- Response to Tribal Discoveries: If the find represents a tribal or potentially tribal cultural resource that does not include human remains, the tribe(s) and City shall be notified. The City will consult with the tribe(s) on a finding of eligibility and implement appropriate treatment measures, if the find is determined to be either a historical resource under CEQA, as defined in Section 15064.5(a) of the CEQA Guidelines, or a tribal cultural resource, as defined in Section 21074 of the Public Resources Code. Preservation in place is the preferred treatment, if feasible. Work shall not resume within the no-work radius until the City, through consultation as appropriate, determines that the site either: (1) is not a historical resource under CEQA, as defined in Section 15064.5(a) of the CEQA Guidelines; or (2) not a tribal cultural resource, as defined in Section 21074 of the Public Resources Code; or (3) that the treatment measures have been completed to its satisfaction.
- Response to Human Remains: If the find includes human remains, or remains that are potentially human, the construction supervisor or on-site archaeologist shall ensure reasonable protection measures are taken to protect the discovery from disturbance (AB 2641) and shall notify the City and Placer County Coroner (per Section 7050.5 of the Health and Safety Code). The provisions of California Health and Safety Code Section 7050.5, California Public Resources Code Section 5097.98, and AB 2641 shall be implemented. If the Coroner determines the remains are Native American and not the result of a crime scene, the Coroner will notify the NAHC, which then will designate a Native American MLD for the project (Public Resources Code

Section 5097.98). The designated MLD will have 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains. Public Resources Code Section 5097.94 provides structure for mediation through the NAHC if necessary. If no agreement is reached, the City shall rebury the remains in a respectful manner where they will not be further disturbed (Public Resources Code Section 5097.98). This will also include either recording the site with the NAHC or the appropriate Information Center; using an open space or conservation zoning designation or easement; or recording a reinternment document with the county in which the property is located (AB 2641). Work shall not resume within the no-work radius until the City, through consultation as appropriate, determines that the treatment measures have been completed to its satisfaction.

3.2.19 Utilities and Service Systems

XVIII. Utilities and Service Systems	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.2.19.1 Setting

Wastewater

Wastewater services in Roseville are provided by the City. Two wastewater treatment facilities, the Dry Creek Wastewater Treatment Plant and the Pleasant Grove Wastewater Treatment Plant, serve the city. The Dry Creek Wastewater Treatment Plant is located on the southern edge of the city on an 80-acre parcel at 1800 Booth Road. The Pleasant Grove Wastewater Treatment Plant is located on the city's west side on a 110-acre parcel at 5051 Westpark Drive. These plants are owned and operated by the City of Roseville on behalf of the Regional Partners consisting of the City, the South Placer Municipal Utility District, and portions of

unincorporated Placer County (primarily Granite Bay and Sunset Industrial Area) (City of Roseville 2016).

Water

The City of Roseville provides water service to areas within the city, including the project site. Roseville uses multiple water sources, including surface water, recycled water for landscaping, and, in dry years or emergency situations, groundwater.

Stormwater Drainage

Stormwater drainage facilities in urbanized areas of Roseville, including developed portions of the project area, consist of surface gutters, subsurface drainage pipes, canals, and retention basins. The project site is undeveloped disturbed annual grassland bordered on the east by residential development and industrial development and vacant parcels to the north, south, and west. The project site is located in a partially developed area; stormwater runoff drains primarily through natural drainage swales, and in the developed areas through surface gutters and subsurface drainage pipes. No developed stormwater drainage facilities are present on the project site. See Section 3.2.10 for further discussion of project site drainage characteristics.

Solid Waste Disposal

The city collects solid waste generated in Roseville and hauls it to the Materials Recovery Facility (MRF) at the Western Placer Waste Management Authority's Western Regional Sanitary Landfill. The Western Placer Waste Management Authority is a joint powers authority made up of Placer County and the Cities of Roseville, Rocklin, and Lincoln. The landfill is a Class II/III non-hazardous municipal solid waste facility located southeast of the Athens Avenue and Fiddymont Road intersection between Roseville and Lincoln in unincorporated Placer County. The MRF has a municipal solid waste processing capacity of approximately 1,900 tons per day and a green waste processing capacity of approximately 205 tons per day (California Department of Resources Recycling and Recovery 2019a). As of July 1, 2013, the landfill had a remaining capacity of 25,677,600 cubic yards (City of Roseville 2016). The landfill has an estimated closure date of 2058 (California Department of Resources Recycling and Recovery 2019b).

3.2.19.2 Impact Analysis

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, stormwater drainage, electric power, natural

gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

The project includes the extension of Roseville Parkway between Foothills Boulevard and Washington Boulevard. Required utility relocations are described in Section 2.4.5, *Utility Relocations*. The project would not include extension of any new water, wastewater, natural gas, or telecommunications facilities, although some existing facilities may be slightly relocated within the disturbance footprint. The only exception is that electricity would be extended within underground conduits along the new roadway and overpass to allow for connection with existing electric facilities on both sides. Electricity for streetlights would also be extended along the roadway.

Roadway construction would include low-impact development measures and underground storm drain improvements to convey stormwater runoff from the new roadway. The new storm drain system would tie into existing storm drains at the east and west ends of the project. The new storm drain system would be built to city and SWRCB standards and would include construction BMPs as identified in Section 2.6, thereby reducing any potential impacts to a less-than-significant level.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?

The proposed project would not require the provision of water from public sources and no water supply system would be built as part of the project. The only water used by the project would be water trucked on-site during construction activities for soil compaction and dust suppression. No impact would occur.

c) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

The project would not exceed applicable wastewater treatment requirements because the proposed project would not generate wastewater. Because the project would not require wastewater treatment service, no construction or expansion of wastewater systems would be required, and the project would not affect wastewater treatment capacity. During construction, one or more portable toilets would be placed on the project site; wastewater would be contained within the portable toilet and ultimately disposed of at an approved site. No impact would occur.

d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

And

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

The project would not generate solid waste during operation. Solid waste generated during construction would include debris such as concrete, scrap metal, and similar materials. Waste materials generated during construction would be disposed of appropriately at the Western Regional Sanitary Landfill or its associated MRF.

The majority of earthwork would involve soil import and compaction to ready the road base and build-up the overpass approach ramps. The project requires approximately 165,000 cubic yards of fill import, primarily for the overpass approach ramps. It is expected that excess soil from local development projects would provide a portion of this material. The balance would be obtained from available commercial supplies.

With an estimate closure date of 2058 and a remaining capacity of slightly more than 25 million cubic yards, the Western Regional Sanitary Landfill would be capable of accommodating the project's construction solid waste disposal needs.

Given the nominal demand that the project would place on remaining landfill capacity, the project would have a limited impact on landfill capacity and would comply with relevant statutes and regulations related to solid waste. This impact would be less than significant, and no mitigation is required.

3.2.19.3 Mitigation Measures

The proposed project would have less-than-significant impacts on utilities and service systems. Therefore, no mitigation is required.

3.2.19.4 References

California Department of Resources Recycling and Recovery. 2019a. *SWIS Facility Detail, Western Placer Waste Mgmt Authority MFR (31-AA-0001)*. Available: <https://www2.calrecycle.ca.gov/swfacilities/Directory/31-AA-0001>. Accessed: April 15, 2020.

California Department of Resources Recycling and Recovery. 2019b. *SWIS Facility Detail Western Regional Landfill (31-AA-0210)*. Available: <https://www2.calrecycle.ca.gov/swfacilities/Directory/31-AA-0210/>. Accessed: April 15, 2020.

City of Roseville. 2016. *City of General Plan 2035*. Adopted June 15, 2016. Amended August 17, 2016. Available: <https://www.roseville.ca.us/cms/One.aspx?portalId=7964922&pageId=8774544>. Accessed: April 14, 2020.

3.2.20 Wildfire

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks of, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.2.20.1 Setting

The project area is not within a State Responsibility Area; therefore, not designated a very high fire hazard severity zone. The project site is located in a Local Responsibility Area where the Roseville Fire Department is responsible for fire protection services.

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

And

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks of, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

And

- c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts on the environment?***

And

- d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?***

Extension of Roseville Parkway would improve emergency response in the project area by providing an additional east-west emergency response route. The project site is on relatively flat ground in an urbanized area of North Roseville, so not susceptible to downstream flooding or landslide. The project area is not within a State Responsibility Area; therefore, not designated a very high fire hazard severity zone. No impact would occur.

3.2.20.2 Mitigation Measures

The proposed project would have less-than-significant impacts on wildfire. Therefore, no mitigation is required.

3.2.21 Mandatory Findings of Significance

XIX. Mandatory Findings of Significance	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Does the project have impacts that are individually limited but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?

As stated in Section 3.2.4, *Biological Resources*, project construction could directly or indirectly (through habitat modification) affect wildlife species identified as special-status species in local or regional plans, policies, or regulations, or by CDFW or USFWS. For example, project construction could include potential effects on western spadefoot toad and ground-nesting migratory birds and raptors. However implementation of Mitigation Measures BIO-1, BIO-2, and BIO-3 would reduce these impacts to a less-than-significant level.

As discussed in Section 3.2.6, *Cultural Resources*, the project would avoid impacts on the UPRR grade and would not significantly affect examples of the major periods of California history or prehistory.

With implementation of mitigation measures, the project does not have the potential to degrade the quality of the environment, substantially reduce the habitat of any wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. These impacts would be less than significant with mitigation.

b) Does the project have impacts that are individually limited but cumulatively considerable?

The analysis in this chapter concludes that the project would have either no impact or less-than-significant localized impacts (with mitigation) on a number of resources (aesthetics, agricultural and forestry resources, air quality, biological resources, cultural resources, energy, geology and soils, GHG emissions, hazardous materials, hydrology and water quality, land use, mineral resources, noise, population and housing, public services, recreation, transportation, tribal cultural resources, utilities and service systems, and wildfire). Because the project would not induce population growth or result in the development of new housing or employment-generating uses, it would not combine with cumulative development to increase the demand for public services, recreation facilities, or utilities, the expansion of which could result in significant environmental effects. Further, the analysis indicates that operation of the project would reduce GHG emissions, resulting in a beneficial effect on GHG. Implementation of Mitigation Measures AQ-1, BIO-1, BIO-2, BIO-3, BIO-4, CUL-1, CUL-2, GEO-1, and GEO-2 would minimize potential localized construction impacts on air quality, western spadefoot toad and ground-nesting migratory birds and raptors, cultural resources and paleontological resources.

The project would not result in a considerable contribution to cumulative impacts because its impacts would not combine with those of cumulative development. The project's contribution to cumulative impacts would be less than significant.

c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?

The project would have no significant adverse effects on human beings. There would be no significant increase in construction-related or operational air emissions or noise levels, and there would be no significant exposure to geologic or seismic hazards or to hazardous materials as a result of the project. For all other topics, there would be either no impact or a less-than-significant impact. Therefore, the project's impacts on human beings would be less than significant.