

2 SUMMARY

2.1 INTRODUCTION

This section provides a summary of the “proposed project” in accordance with the State California Environmental Quality Act (CEQA) Guidelines Section 15123. As stated in Section 15123(a), “an EIR shall contain a brief summary of the proposed action and its consequences. The language of the summary should be as clear and simple as reasonably practical.” As required by the State CEQA Guidelines, this chapter includes:

- ▶ a summary description of the proposed project;
- ▶ a synopsis of environmental impacts and recommended mitigation measures;
- ▶ identification of the alternatives evaluated; and
- ▶ a discussion of areas of controversy associated with the proposed project;

Table 2-1 at the end of this chapter provides a summary of the impacts determined in this DEIR and the mitigation measures proposed to avoid or substantially minimize significant and potentially significant impacts.

2.2 SUMMARY DESCRIPTION OF THE PROPOSED PROJECT

As described in detail in Section 3.0, the proposed project (Downtown Roseville Specific Plan) (Plan) involves implementation of a specific plan in a 165-acre area comprised of the existing Historic Old Town, Vernon Street Civic Core, and Royer and Saugstad Parks. The proposed project area (Plan area) encompasses an infill area completely surrounded by built-out neighborhoods and commercial/industrial land uses in central Roseville, California. The Plan area is further subdivided into 11 distinct character districts and the two parks. Each district incorporates an anticipated look and feel designed to promote the core goals established in the Specific Plan.

The Plan would establish the appropriate distribution, mix, intensity, physical form, and functional relationships of land uses intended to encourage and facilitate infill development, mixed-use, pedestrian scale, urban amenities, transit use, creative design, and general revitalization of the Downtown area. Specifically, the Plan describes the appropriate location for, size of, and design of buildings on a parcel by establishing requirements for each district. Requirements include building size and placement, envisioned potential level of new residential and commercial development that would be built during the next 20 years, defining the basic and most desirable uses allowed in a district, establishing the required location for and number of parking spaces, identifying the allowable building types (e.g., single family, podium, townhouse, cottage office), identifying allowable building frontage types (e.g., arcade, forecourt, terrace, porch), and identifying allowable sign types.

The Plan establishes policies for pedestrian movement, alternative transportation facilities, transit routes, vehicle traffic, and parking within the Downtown area. A walkable and pedestrian-friendly environment would be promoted by facilities such as sidewalks, crosswalks, and pedestrian-actuated traffic signals located throughout the Downtown Roseville area. The Plan identifies park-and-ride lots and bicycle facilities as alternative transportation facilities. A shuttle system to serve the Downtown Roseville area and connect to the regional mall/Fountains area or retail/commercial development along Douglas Boulevard is promoted as part of the Plan. Lastly, the Plan identifies increased parking capacity in the Downtown Roseville area by constructing parking structures.

As part of the Royer/Saugstad Park Master Plan, improvements related to connectivity, place making, and creek restoration and flood conveyance are proposed as part of the Specific Plan. Focus on these public enhancements would be between the Douglas Boulevard Bridge and Lincoln Street Bridge, including improvements related to enhancing public spaces. Connections in Downtown Roseville involve extending the downtown grid and Civic Center axis from Vernon Street, across Oak Street, and to Royer Park to provide pedestrian connections between Downtown and Royer Park. The Royer/Saugstad Park Master Plan also envisions creating places for people

(e.g., town square, garden). Lastly, creek restoration and flood conveyance activities would be implemented to improve aquatic and riparian habitat and hydro-geomorphic functions of Dry Creek. The goal of the restoration activities is to create healthy riparian vegetation and cover, provide shade to the stream surface, provide large, woody debris in the creek channel, provide standing snags, and create stable creek banks that exhibit little or no erosion. The focus of creek restoration would occur from Saugstad Park to Lincoln Street or Folsom Road.

In addition, the Plan would establish five catalyst sites to encourage the development of the type of uses envisioned in the Plan. These catalyst projects would be developed on proposed “opportunity sites;” parcels that are currently vacant or partially vacant, adjacent parcels under the same ownership, and/or sites with existing buildings identified as appropriate for higher or more intense uses.

2.3 ENVIRONMENTAL IMPACTS AND RECOMMENDED MITIGATION MEASURES

In accordance with State CEQA Guidelines Section 15123, the summary section of an EIR should identify significant effects of the proposed project, as well as discuss alternatives that would avoid or substantially minimize these effects. Table 2-1, “Summary Table of Impacts and Mitigation Measures” presented at the end of this section, provides a summary of the project-specific environmental impacts of the proposed project, the level of significance of the impact before mitigation, recommended mitigation measures for significant impacts, and the level of significance after implementation of the mitigation measures.

In most instances, each of the two alternatives evaluated in this DEIR would be anticipated to reduce the levels of impacts because each alternative is characterized by less development than the proposed project. As an example, there would be less traffic generated for both the No-Project Alternative and the Low-Density Alternative because each alternative would allow development at a lower density – thereby resulting in fewer housing units and less mixed-use development. However, implementation of either project alternative would not include improvements in Dry Creek to improve aquatic and riparian habitats. Chapter 8 provides an Alternatives Analysis which further explores impacts associated with each alternative addressed in this DEIR.

2.4 SUMMARY OF ALTERNATIVES

This EIR evaluates the following alternatives to the proposed project:

- ▶ The No-Project Alternative, and
- ▶ The Low-Density Alternative.

No-PROJECT ALTERNATIVE

Analysis of a No-Project Alternative is required by CEQA (see Section 15126.6 of the State CEQA Guidelines). Under the No-Project Alternative, the Plan area would be developed in accordance with the existing City of Roseville General Plan 2020 land use map which defines the Downtown Roseville area for redevelopment and revitalization. However, the General Plan does not specify a change in land uses to accomplish redevelopment or revitalization. The proposed Downtown Roseville Specific Plan would achieve this goal by defining the land uses envisioned for the Downtown Roseville area and creating several catalyst sites to spur this redevelopment. As a result, the No-Project Alternative development scenario would result in similar urban uses currently developed in the project area. This alternative would not change the existing land uses allowed or envisioned in the Plan area.

The development potential of the City of Roseville General Plan 2020 is slightly different from land uses identified in the proposed Specific Plan. At build-out, the Specific Plan envisions higher density residential than the City of Roseville General Plan 2020 and envisions residential uses in areas identified in the City of Roseville General Plan 2020 solely for commercial- and retail-related uses. Areas identified for commercial-, retail-, and office-related uses in the City of Roseville General Plan 2020 would continue to be identified for similar uses

under the proposed Specific Plan. In addition, this alternative would not include utility upgrades or new design guidelines. Nor would the No-Project Alternative attain the primary goals and objectives of the proposed Specific Plan.

LOW-DENSITY ALTERNATIVE

Under the Low-Density Alternative, the Plan area would be developed at a reduced intensity level of land uses relative to the proposed project. This alternative would develop the same mix of land uses and improvements as the proposed Specific Plan, but would reduce the density of residential developed in the Downtown Roseville area. The proposed Specific Plan envisions an increased amount of residential land uses in Downtown Roseville as part of mixed-use development which would develop approximately 122 new dwelling units on catalyst sites. The Low-Density Alternative would develop approximately 82 (one-third reduction) new dwelling units at the same catalyst sites. The Low-Density Alternative would achieve some, but not all, of the goals and objectives of the proposed project.

2.5 AREAS OF CONTROVERSY

The City issued a Notice of Preparation (NOP) for the proposed project on October 17, 2007. The NOP was issued to solicit comments from public agencies and the public on issues of concern relative to the proposed project that should be considered in the EIR. A public scoping meeting for the project was held on November 8, 2007, also for the purpose of soliciting comments from the public on project effects and alternatives.

The project in general has not generated significant public controversy, in part due to the outreach and education efforts by the City during the last several years during development of the Specific Plan. It is clear that smart-growth concepts and revitalization projects within previously developed urban area are gaining favor within the planning community and the public as a whole. While there remain issues and challenges in terms of land-use compatibility and circulation concepts within historically commercial areas, issues of potential controversy with respect to environmental resource areas that require extensive consideration were not identified during scoping and are limited within the scope of this analysis, which addresses issues related to urban, infill development.

Several comment letters were received in response to the NOP, however no comments contained in the letters received are considered controversial in nature. All issues raised in these comment letters are addressed within this DEIR, and letters received are available for review at the City of Roseville Planning and Redevelopment Department.

Table 2-1 Summary Table of Impacts and Mitigation Measures			
Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
4.1 Land Use Planning and Consistency			
4.1-1: Land Use – Potential for Division of an Existing Community. The proposed Specific Plan would not physically divide residential communities in the Plan area. Instead, it would serve to unify the communities in the Plan area. There would be no impact.	NI	No mitigation is required.	NI
4.1-2: Land Use – Conflicts with Land Use Plans, Policies, or Regulations. Implementation of the proposed Specific Plan would require the adoption of new zoning districts and a General Plan amendment. Although the proposed Specific Plan could potentially generate land use conflicts with existing land uses, the land use changes proposed in the Plan are consistent with the generally urban nature of the downtown area and the transitional mixed-use areas would serve as a physical buffer between the higher intensity commercial/retail areas and adjacent residential neighborhoods. For these reasons, and because land use conflicts do not represent environmental effects in and of themselves, this impact is considered less than significant.	LTS	No mitigation is required.	LTS
4.1-3: Land Use – Consistency with Habitat Conservation and Natural Community Conservation Plans. The Plan area is not subject to an adopted habitat conservation plan or natural community conservation plan. Therefore, implementation of the proposed Specific Plan would not cause any inconsistencies with any habitat conservation plans or natural community conservation plans. There would be no impact.	NI	No mitigation is required.	NI
4.2 Public Utilities			
4.2-1: Public Utilities – Potable Water Supply, Treatment, and Distribution. The proposed Specific Plan would increase demand for potable water from existing City water supplies and production facilities. The City’s water supply portfolio and treatment plant capacity are sufficient to serve the Specific Plan. With planned water system upgrades, the City’s water system would have	LTS	No mitigation is required.	LTS

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sufficient capacity to serve existing and new development envisioned in the Specific Plan. This impact is considered less than significant.			
4.2-2: Public Utilities – Fire Flows. Water conveyance infrastructure in the Plan area is currently undersized and does not provide sufficient fire flows in accordance with City standards. However, the Plan would implement specific recommendations made by the City Environmental Utilities Department and Fire Department to install larger pipelines, new domestic water and fire services, and additional fire hydrants. These recommendations would provide fire flows that meet City standards. This impact is considered less than significant.	LTS	No mitigation is required.	LTS
4.2-3: Public Utilities – Wastewater Treatment and Collection. The proposed Specific Plan would increase demand for wastewater treatment from the City’s Dry Creek Wastewater Treatment Plant. The City’s wastewater treatment and collection systems currently have sufficient capacity to serve new development in the Plan area. Wastewater conveyance infrastructure in the project area is currently in poor condition. However, as part of the Plan, pipelines within the wastewater conveyance system would be replaced or rehabilitated to increase system performance in the Plan area. Therefore, this impact is considered less than significant.	LTS	No mitigation is required.	LTS
4.2-4: Public Utilities – Stormwater Drainage System. Development of land uses envisioned in the Plan would not substantially increase the amount of impervious surface in the Plan area, and thus would not significantly increase storm-water runoff. The storm-water drainage system in the plan area is currently undersized and exhibits structural failure. However, recommended improvements to the storm drainage system would be implemented as part of the Plan and would enable the storm drain system to meet City standards for a 10-year storm event. Therefore, this impact is considered less than significant.	LTS	No mitigation is required.	LTS

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<p>4.2-5: Utilities – Increased Demand for Solid Waste Disposal. Implementation of the proposed Specific Plan would increase solid waste generation. The Western Regional Sanitary Landfill has sufficient solid waste disposal capacity available to serve increased residential and non-residential land uses in the Plan area. Therefore, this impact would be less than significant.</p>	LTS	No mitigation is required.	LTS
<p>4.2-6: Utilities – Increased Demand for Electrical Service. Implementation of the proposed Specific Plan would increase the demand for electrical service. Roseville Electric has sufficient electricity generation capacity available to serve the Plan area. In addition, Roseville Electric has identified improvement projects to accommodate the estimated increase in electrical capacity. Therefore, this impact would be less than significant.</p>	LTS	No mitigation is required.	LTS
<p>4.2-7: Utilities – Increased Demand for Natural Gas Service. Implementation of the proposed Specific Plan would increase the demand for natural gas service. PG&E has indicated sufficient natural gas capacity is available to serve the Plan area. In addition, PG&E identified no facility upgrades would be needed to accommodate the estimated increase in natural gas demand. Therefore, this impact would be less than significant.</p>	LTS	No mitigation is required.	LTS
4.3 Public Services			
<p>4.3-1: Public Services – Increased Demand for Fire Protection and Emergency Medical Facilities, Systems, Equipment, and Services. Development in the Plan area would result in increased demand for fire protection and emergency medical services, potentially resulting in the need for additional staff and equipment to maintain an adequate level of service. Fire Station #1, serving the Plan area, currently functions at its operational limits. However, construction of a new Fire Station #1 has been identified by the City which would have sufficient capability to serve increased demand. This impact would be less than significant.</p>	LTS	No mitigation is required.	LTS

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<p>4.3-2: Public Services – Increased Demand for Fire Flow. The proposed Specific Plan would include the development of residential and commercial uses that would require adequate water flow for fire suppression. Future redevelopment projects in the Plan area would incorporate City fire flow requirements into project designs. This impact would be less than significant.</p>	LTS	No mitigation is required.	LTS
<p>4.3-3: Public Services – Increased Demand for Law Enforcement Facilities, Services, and Equipment. Redevelopment projects in the Plan area would increase the demand for law enforcement facilities and services, resulting in the need for additional staff and equipment to maintain adequate levels of service. The City General Plan recognizes the need for additional police officers as population increases in the City and the Roseville Police Department currently provides adequate service to the community. Therefore, project impacts to law enforcement services would be less than significant.</p>	LTS	No mitigation is required.	LTS
<p>4.3-4: Public Services – Increased Demand for Public School Facilities and Services. Implementation of the proposed project would increase demand for elementary school (K–5), middle school (6–8), and high school (8–12) services in RCSD and RJUHSD. Elementary and middle schools nearest the project site are operating below capacity; therefore, the proposed project would not have a significant impact on these schools in the area. However, the high schools nearest the project site are close to or exceeding capacity. Therefore, the impact on high schools in the Plan area is considered potentially significant.</p>	PS	<p>Mitigation Measure 4.3-4: Increased Demand for Public School Facilities and Services.</p> <p>The proposed project would generate approximately 23 high school students. To ensure adequate funding is available for high school facilities necessary to accommodate the increase in student population caused by the proposed project, landowners and developers shall pay school mitigation fees in accordance with the City of Roseville Ordinance 2434 before issuance of building permits for construction in the Plan area. Development projects in the Plan area that include only residential land uses shall enter into a Mutual Benefit Agreement (MBA) with school districts serving that area.</p> <p>Implementation of Mitigation Measure 4.3-4 would ensure adequate funding is made available to school districts to pay for construction and operation of new school facilities as needed to serve development. School impact fees are typically an insufficient amount to fund 100% of new school facility construction.</p> <p>However, the California Legislature has declared that the school impact fee is deemed to be full and adequate mitigation under</p>	LTS

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		CEQA (Government Code Section 65996). With payment of the state-mandate fees, impacts on school services and facilities would be reduced to a less-than-significant level.	
4.3-5: Public Services – Increased Demand for Library Services. The proposed Specific Plan would include the development of residential uses that would demand library services. The City of Roseville Main Library is located inside the Plan area and would provide adequate library services to future residents. This impact would be less than significant.	LTS	No mitigation is required.	LTS
4.3-6: Public Services – Increased Demand for Parks and Recreation Facilities. The proposed Specific Plan would include the development of residential uses that would demand park and recreation facilities. The City of Roseville has sufficient park land to serve the needs of the community. Therefore, increased demand for parks and recreation uses would be met by existing facilities. This impact would be less than significant.	LTS	No mitigation is required.	LTS
4.4 Hazards and Hazardous Materials			
4.4-1: Geology and Soils – Risks to People and Structures Caused by Seismic Hazards, Including Surface Fault Rupture and Strong Ground Shaking. The Plan area is not located within an earthquake fault zone as designated by the Alquist-Priolo Earthquake Fault Zone Act. In addition, the Plan area is not located in an area considered by the California Geological Survey to be a relatively high ground shaking zone. Therefore, project development in the Plan area does not have the potential to expose people and structures to substantial adverse effects from seismic hazards including fault ground rupture and strong seismic ground shaking. This impact is considered less than significant.	LTS	No mitigation is required.	LTS
4.4-2: Geology and Soils – Seismically Induced Risks to People and Structures Caused by Liquefaction. The Plan area is not located in an area considered to be exposed to relatively high ground shaking and ground shaking, as a result of seismic activity from nearby or distant earthquake faults, would not cause seismic-	LTS	No mitigation is required.	LTS

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related ground failure, including liquefaction. The potential for seismically induced liquefaction in the Plan area is low because soil types are not identified to be subject to the effects of liquefaction and liquefaction has posed a historical problem in Roseville. This impact would be less than significant.			
4.4-3: Geology and Soils – Seismically-Induced Risks to People and Structures Caused by Landsides. The project is not located in an area considered to be exposed to relatively high ground shaking. Ground shaking, as a result of seismic activity from nearby or distant earthquake faults, could cause seismic-related ground failure, including landslides in areas where slopes are present. Specifically, Dry Creek has steep slopes on both sides of the creek corridor that could be subject to landslides during a seismic event. Because the Specific Plan identifies improvements within the Dry Creek corridor, this impact is considered potentially significant.	PS	Mitigation Measure 4.4-3: Geology and Soils - Seismically-Induced Risks to People and Structures Caused by Landsides. To minimize potential damage from unstable soil (landslides) along Dry Creek, the project applicant shall hire a qualified, licensed geotechnical engineer to map the Dry Creek corridor for clay-rich, weak soils, and high groundwater conditions prior to any construction or grading activities occurring in Dry Creek. Any unstable or hazardous slopes identified during the geotechnical investigation shall be identified by the geotechnical engineer and the geotechnical engineer shall provide recommendations for preventing landslides during project design and/or construction. These measures shall be included in grading permits prior to approval by the City.	LTS
4.4-5: Geology and Soils – Construction-Related Erosion Hazards. Based on soil types that have a moderate to high erosion potential and steep slopes in the Dry Creek corridor, excavation and grading of soil could result in erosion during construction activities. Erosion and sediment control plans would be required to be prepared as part of individual development projects in the Plan area under the City’s Grading Ordinance which would require reducing erosion and retaining sediment on-site. This impact is considered to be less than significant.	LTS	No mitigation is required.	LTS
4.4-6: Geology and Soils – Potential for Subsidence or Compression of Unstable Soils. The Plan area is not located in a known subsidence area as identified by the City of Roseville General Plan and is not located on soils that exhibit the potential to subside. This impact is considered less than significant.	LTS	No mitigation is required.	LTS

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<p>4.4-7: Geology and Soils – Potential for Damage Associated with Expansive Soils. Soil types found in the Plan area are moderately to highly susceptible to expansive soil behavior. Expansive soils may cause differential and cyclical foundation movements that can cause damage and/or distress to overlying structures. However, preparation of geotechnical evaluations would be required to be prepared as part of the building permit process which would identify any needed special construction and/or design methods for alleviating soil constraints. This impact would be considered less than significant.</p>	LTS	No mitigation is required.	LTS
4.5 Aesthetics			
<p>4.5-1: Aesthetics – Impacts on Scenic Vistas. Views on or near the project site include the UPRR yard and surrounding residential neighborhoods. There is not any prominent scenery (e.g., mountain range) viewable from the Plan area and there are no scenic highways within the Plan area. Urban redevelopment projects envisioned as part of the Plan would not block views of any scenic vista from on-site or off-site locations. Therefore, this impact would be less than significant.</p>	LTS	No mitigation is required.	LTS
<p>4.5-2: Aesthetics – Degradation of Visual Character. Implementation of the project would not substantially alter the existing visual character of the Plan area through redevelopment projects. The Plan area is currently developed primarily with urban land uses and would continue to be developed with urban land uses with implementation of the Plan. The existing open space and natural character of Dry Creek and Royer/Saugstad Park would not change also. Therefore, the project would not degrade the existing visual character in Downtown Roseville. This would be a less-than-significant impact.</p>	LTS	No mitigation is required.	LTS
<p>4.5-3: Aesthetics – Impacts from Lighting and Reflective Surfaces. The Plan area is currently developed with urban land uses that use nighttime lighting and incorporate architectural elements that include reflective surfaces. Redevelopment projects</p>	PS	<p>Mitigation Measure 4.5-3: Aesthetics – Impacts from Lighting. Operation of the golf course at nighttime would require the use of high-powered floodlights mounted on poles approximately 25 to 30 feet high that would be placed near or adjacent to existing</p>	LTS

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that would occur under the Specific Plan could construct additional facilities with reflective surfaces and nighttime lighting. The potential increase of reflective surfaces and nighttime lighting constructed would not substantially affect day and night views in the Plan area. In addition, the Specific Plan identifies development of a night-lighted golf course that would place high intensity lighting near or adjacent to residents. Although nighttime lighting is currently used at a baseball park at this location that emits nighttime lighting, the proposed golf course would add substantially new high intensity lighting to this portion of Roseville that could affect nearby residential users. This impact is considered potentially significant.		residences. Prior to installation of nighttime lighting at the golf course, the City shall coordinate with a company specializing in or expertise with exterior lighting systems for golf courses (e.g., Abacus). Floodlighting used shall consist of a double asymmetric beam distribution that ensures minimum upward light and tight control of light overspill into adjacent areas. The golf course shall be designed to incorporate a line of trees located along the outermost boundary between the golf course and all adjacent residences. This measure would retain existing nighttime lighting and glare impacts after construction of the golf course at a less-than-significant level.	
4.6 Traffic and Circulation			
4.6-1: Transportation and Circulation—Unacceptable Peak Hour LOS at Signalized Intersections under Existing Plus Project Conditions. With the introduction of traffic from the proposed project, peak hour traffic volumes would increase at several signalized study intersections in the Plan area, resulting in an LOS of D or worse at various intersections. However, with implementation of the Pedestrian District Overlay in the Plan area as part of the proposed project, the LOS impact at all Plan area intersections would be considered less than significant. Therefore, all impacts to signalized study intersections under existing plus project conditions are considered less than significant.	LTS	Mitigation Measure 4.6-1: Transportation and Circulation – Unacceptable Peak Hour LOS at Signalized Study Intersections under Existing Plus Project Conditions. The Specific Plan would establish a Pedestrian Overlay District within the Plan area. The Pedestrian Overlay District is would construct physical improvements at intersections in the Plan area to encourage pedestrian activity and increase pedestrian safety. Although three signalized intersections in the study area would operate below LOS C, they would be located in the Pedestrian Overlay District which would make the intersections exempt from the City’s LOS C policy. Therefore, the project would result in a less-than-significant impact.	LTS
4.6-2: Transportation and Circulation—Unacceptable p.m. Peak Hour LOS at Signalized Intersections under Cumulative (2020) Plus Project Conditions. With the introduction of traffic from the proposed project, p.m. peak hour traffic volumes would increase at several signalized study intersections, resulting in an LOS of D or worse. Although certain mechanisms either are or would be in place as part of the proposed project (currently approved exemptions to the City’s LOS policy and	S	Mitigation Measure 4.6-2: Transportation and Circulation—Unacceptable Peak Hour LOS at Signalized Study Intersections under Cumulative (2020) Plus Project Conditions. The Specific Plan would establish a Pedestrian Overlay District within the Plan area. The Pedestrian Overlay District is would construct physical improvements at intersections in the Plan area to encourage pedestrian activity and increase pedestrian safety. Establishment of a Pedestrian Overlay District would reduce	

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<p>implementation of the Pedestrian Overlay District) which would allow these impacts to be considered less than significant, some signalized intersections located outside of the City’s Pedestrian Overlay Districts would degrade to an unacceptable level or the addition of project traffic would degrade operations by a whole letter grade. This impact is considered significant.</p>		<p>impacts to the Judah Street/Vernon Street and Washington Boulevard/Main Street intersections because it would these intersections exempt from the City’s LOS C policy such that the intersections would operate at an acceptable LOS.</p> <p>The following mitigation measures are identified for the significant impacts under the Cumulative (2020) Plus Project scenario at signalized study intersections:</p> <ul style="list-style-type: none"> ▶ 4.6-2a: LOS D at Yosemite Street/Atlantic Street. The addition of project traffic at this intersection under cumulative 2020 conditions would deteriorate operations from LOS C to LOS D. To mitigate project impacts, the southbound right-turn lane could be restriped as a shared left/right-turn lane. With this restriping, the intersection would operate at an acceptable LOS C. The project would be responsible to pay its fair share toward this improvement. This intersection improvement shall be incorporated into the City of Roseville Capital Improvement Program. Incorporating this intersection improvement into the City’s Capital Improvement Program would establish a funding mechanism to collect the remaining funds for this improvement (beyond the project’s fair share). Therefore, implementation of the ultimate improvement would be guaranteed and the impact is considered less than significant. ▶ 4.6-2b: LOS D at Orlando Avenue/Marlin Drive/Cirby Way. The addition of project traffic at this intersection under cumulative 2020 conditions would deteriorate operations from LOS C to LOS D. To mitigate project impacts, the northbound and southbound approaches should be widened to provide one dedicated left-turn lane, one through lane, and one right-turn lane. With these improvements, the intersection phasing could be modified to provide protected left-turn movements, and would operate at an acceptable LOS C. Please note that, given the curvature of Marlin Drive and Orlando Avenue, the creek just north of the intersection, and right-of-way constraints, the identified mitigation may not be feasible. Therefore, this 	<p>LTS</p> <p>SU</p>

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<p>4.6-4: Transportation and Circulation—Bicycle and Pedestrian. Implementation of the proposed land uses in the Plan area would increase demand for bicycle and pedestrian facilities. Policies of the Specific Plan would not interfere or conflict with existing and planned bicycle and pedestrian systems. This impact is considered less than significant.</p>	LTS	No mitigation is required.	LTS
<p>4.6-5: Transportation and Circulation—Parking. Implementation of the proposed land uses in the Specific Plan area would result in an inadequate parking supply. The Specific Plan would generate demand for parking in excess of existing and proposed parking supply in the Plan area by a maximum of 580 spaces. However, the Specific Plan identifies development of additional parking to meet future demands. This impact is considered less than significant.</p>	PS	<p>Mitigation Measure 4.6-5: Transportation and Circulation - Parking. To mitigate parking impacts for the Plan area, the project shall provide an additional 580 parking spaces. This shall be accommodated by providing extra spaces within the three planned parking structures, providing additional public parking spaces (as part of developing and implementing the Parking Management Plan), or require development to provide additional parking (e.g., in-lieu fees). With implementation of these measures, the impact would be reduced to a less-than-significant level.</p>	LTS
<p>4.6-6: Transportation and Circulation—Design. Implementation of the proposed land uses and transportation facilities in the Plan area may result in hazards due to a design feature. However, policies of the Specific Plan would require circulation improvements in the Plan area to meet design requirements to prevent safety hazards. This impact is considered less than significant.</p>	LTS	No mitigation is required.	LTS
<p>4.6-7: Transportation and Circulation—Emergency Access. Implementation of proposed land uses in the Plan area could result in inadequate emergency access because of transportation facility designs and/or increased traffic. However, the Specific Plan has been developed in coordination with the City’s fire department to ensure adequate emergency response is available in the Plan area. This impact is considered less than significant.</p>	LTS	No mitigation is required.	LTS

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Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
4.7 Cultural Resources			
<p>4.7-1: Cultural Resources – Disturbance of Architectural Resources. The architectural inventory and evaluation conducted for the proposed project resulted in the conclusion that 2 of the 213 architectural properties within the Plan area that are at least 45 years old appear individually eligible for listing on the CRHR. In addition, the Old Town Roseville area is designated as a historic district by the City of Roseville at the local level. The remaining buildings in the Plan area are not considered CRHR-eligible. However, 25 additional buildings in the Plan area were built between 1960 and 1980 and will become at least 45 years in age during the 20-year build-out period for the Plan and may be considered eligible for listing in the CRHR when they become of sufficient age. Therefore, the project would have a potentially significant impact on architectural resources.</p>	PS	<p>Mitigation Measure 4.7-1: Cultural Resources – Disturbance of Architectural Resources.</p> <p>Two of the historic-era resources located within the Plan area to appear to be eligible for CRHR listing. These resources include: 316 Vernon Street and 419-425 Vernon Street. The Old Town Roseville area is designated as a historic district at the local level by the City of Roseville. Consequently, it is recommended that any alterations made to these eligible resources be conducted in a manner consistent with the Secretary of the Interior’s Standards for the Treatment of Historic Properties, and the Design Guidelines for Central Roseville. Generally, under CEQA, a project that complies with the Secretary of the Interior’s Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings or the Secretary of Interior’s Standards for Rehabilitation is considered to have mitigated impacts to a historical resource to a less-than-significant level (State CEQA Guidelines Section 15064.5).</p> <p>Development within the Plan area could result in new land uses, infill development, and streetscape improvements. Over the 20-year build-out period for the Specific Plan, future developments within the Plan area could result in impacts to 25 buildings built between 1963 and 1983. These buildings and their locations are listed in Table 4.7-2. Prior to the approval of demolition or building permits that would result in substantial alteration of any of the 15 buildings that will reach 45 years in age by the build-out date, the City shall ensure that an evaluation of significance according to CRHR criteria shall be performed. If the evaluation indicates the property is not eligible for listing in the CRHR, no further action is necessary. If any of these buildings are found to be eligible for listing in the CRHR in conjunction with future evaluations, the City shall ensure that the proposed development is consistent with the Secretary of the Interior’s Standards for the Treatment of Historic Properties or develop other methods to avoid significant impacts to these properties in consultation with the State Office of Historic Preservation (OHP). This measure would reduce</p>	SU

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Table 2-1 Summary Table of Impacts and Mitigation Measures			
Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
		<p>potentially significant impacts to Architectural Resources to a less-than-significant level.</p> <p>If it is not feasible to retain an eligible historic resource, prior to demolition, documentation similar to the standards of the Historic American Building Survey (HABS) shall be conducted. A HABS-like recordation would document the site history, construction history, and current appearance of the eligible resource in the context of Roseville’s history. The HABS-like recordation shall be completed by an architectural historian who meets the Secretary of the Interior’s professional qualifications standards, and an experienced HABS photographer. The final document shall be filed in a local library / repository. Although this type of documentation eliminates one adverse impact of demolition (i.e., loss of historical information) it does not prevent the physical loss of a historically significant resource.</p> <p>Implementation of the above mitigation measure would reduce impacts related to disturbance of architectural resources. However, the potential loss of a historically significant resource could occur. While implementation of mitigation measure 4.7-1 would lessen project impacts, demolition of the historical resource would be a significant adverse change and, therefore, considered a significant and unavoidable impact.</p>	
<p>4.7-2: Cultural Resources – Disturbance of Potential Subsurface Cultural Deposits. No archaeological resources are known to occur in the Plan area. However, because of the extensive amount of development in the Plan area, unknown subsurface cultural deposits could be present beneath roads and buildings. Grading and excavation activities associated with the proposed project could disturb buried archaeological deposits. This impact is considered potentially significant.</p>	PS	<p>Mitigation Measure 4.7-2: Cultural Resources – Potential Subsurface Cultural Deposits.</p> <p>In the event that unrecorded cultural materials are identified during construction-related ground disturbing activities, potentially destructive work in the vicinity of the find shall cease until a qualified archaeologist can determine the significance of the find and, if appropriate, provide recommendations for treatment to the City. Treatment approved by the City shall be implemented prior to resuming ground disturbing activities. This would reduce the impact to unrecorded cultural deposits to less than significant.</p>	LTS

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Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
<p>4.7-3: Cultural Resources – Undiscovered / Unrecorded Human Remains. Project-related construction activities could uncover or otherwise disturb previously undiscovered or unrecorded human remains. Any disturbance of human remains would be a potentially significant impact.</p>	PS	<p>Mitigation Measure 4.7-3: Cultural Resources – Undiscovered / Unrecorded Human Remains.</p> <p>If human remains are discovered at any project construction site during any phase of construction, work within 50 feet of the remains shall be suspended immediately, and the City of Roseville, the project applicant, and the county coroner shall be notified immediately. If the remains are determined by the county coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. The City or the project applicant shall also retain a professional archaeologist with Native American burial experience who shall conduct a field investigation of the specific site and consult with the Most Likely Descendant (MLD) identified by the NAHC. As necessary, the archaeologist may provide professional assistance to the MLD including the excavation and removal of the human remains. The City or the project applicant shall implement any mitigation before the resumption of activities at the site where the remains were discovered.</p>	LTS
4.8 Hazards and Hazardous Materials			
<p>4.8-1: Hazardous Materials – Use, Storage, or Handling of Hazardous Materials. The proposed project would involve the storage, use, and transport of hazardous materials at individual project sites during construction activities. In addition, because the Plan envisions commercial land uses, it is likely that some facilities (e.g., dry cleaners, gas stations) could use hazardous materials during operation. However, use of hazardous materials in the Plan area would require compliance with local, state, and federal regulations. Furthermore, the City of Roseville performs annual inspections of all businesses utilizing hazardous materials and requires each business to file a Hazardous Materials Management Plan. Therefore, impacts related to creation of significant hazards to the public through routine transport, storage, use, disposal, and risk of upset would not occur. This impact is</p>	LTS	No mitigation is required.	LTS

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Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
considered less than significant.			
<p>4.8-2: Hazardous Materials – Exposure of Construction Workers, Residents, and Others to Hazardous Materials. Potential recognized environmental conditions (RECs) have been identified in the Plan area. Existing or past uses were identified to have resulted in contamination of soil and/or groundwater in some locations. In addition, demolition, excavation, and construction activities in the Plan area could result in the exposure of construction workers to hazardous materials such as asbestos, petroleum hydrocarbons, and/or other harmful contaminants. If contaminated sites in the Plan area are not remediated before occupation or use of the site, future residents and others could be exposed to hazardous materials. This impact is considered significant.</p>	S	<p>Mitigation Measure 4.8-2: Hazardous Materials – Exposure of Construction Workers, Residents, and Others to Hazardous Materials. A Health and Safety Plan (HASP) prepared for the construction process, consistent with general industry standards and Occupational Safety and Health Administration (OSHA) requirements, would address the risks to construction personnel and public safety, such that these health and safety risks would be mitigated to an acceptable level. A qualified professional, such as a Certified Industrial Hygienist (CIH), would prepare the HASP to provide guidance for personnel involved in trenching and other excavation work where there is evidence of hydrocarbons or other hazardous materials. The HASP utilized for each construction phase would describe in detail the health and safety guidelines, procedures, and work practices that must be adhered to and the work to be performed, and would also include special details governing certain work, such as working in confined spaces. Should contaminants be found, appropriate measures would be taken to mitigate potential effects related to construction/implementation of the proposed project. This may include excavation of contaminated soils and disposal at an appropriate facility. The potential contaminants of concern are petroleum hydrocarbons and associated chemicals, such as oxygenates and fuel scavengers, and volatile organic carbons (e.g., PCE, TCE). The HASP would address appropriate personal protective equipment (PPE), monitoring to protect on-site workers; and the appropriate level of worker training (e.g., Hazardous Waste Operations and Emergency Response training). Monitoring may include visual and olfactory observation (e.g., soil staining or unusual odors), or air monitoring with hand-held devices (e.g., photo-ionization detector) to detect volatile hydrocarbons. Health-risk based action levels should be identified for various contaminants that would trigger modifications to work practices.</p>	LTS

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Summary Table of Impacts and Mitigation Measures**

Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
		<p>Work practice modifications may include the cessation of construction activities until soil or groundwater sampling is performed, or an increase in the level of PPE or worker training. A Sampling and Analysis Plan (SAP) would accompany the HASP to determine if contaminants of concern are present and at what concentrations.</p> <p>The HASP would also address procedures to follow if unknown objects (e.g., USTs, underground piping) are encountered during construction activities. Specialized contractors would be hired to decommission and remove such USTs and perform confirmation sampling as necessary. The implementation of an adequate site-specific HASP would reduce the health risk to construction personnel by these recognized environmental conditions to a less-than-significant level.</p> <p>In addition, the following measures shall apply to construction activities, as appropriate.</p> <ol style="list-style-type: none"> 1) The construction contractor shall notify the Roseville Fire Department if evidence of soil or groundwater contamination (e.g., stained soil, unusual odor in groundwater) is encountered during construction activities. Any contaminated areas shall be remediated in accordance with recommendations made by the Fire Department, RWQCB, DTSC, or other appropriate federal, state, or local regulatory agencies. 2) Prior to demolition of any buildings constructed before 1977, the project applicant shall hire a qualified consultant to investigate whether any of these buildings contain lead and/or asbestos-containing materials and lead that could become friable or mobile during demolition activities. If found, the lead and/or asbestos-containing materials shall be removed by an accredited contractor in accordance with EPA and California OSHA standards. In addition, all activities (construction or demolition) in the vicinity of these materials shall comply with California OSHA lead and asbestos worker construction standards. The lead and asbestos-containing materials shall be disposed of properly at an appropriate off-site disposal facility. 	

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Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
		<p>The City would require contractors to prepare a site-specific HASP for individual projects within the Plan area to address current or historic RECs identified in the Phase I to verify that contractors are aware of site-specific RECs. As an alternative, the City could prepare a Plan-wide programmatic HASP to address all RECs identified in the Plan area, although preparation of the HASP is the ultimate responsibility of the contractor.</p> <p>Implementation of Mitigation Measure 4.8-2 would reduce impacts related to exposure to hazardous materials to a less-than-significant level.</p>	
4.9 Biological Resources			
<p>4.9-1: Biological Resources – Effects on Special-status Fish Species. The proposed project includes several restoration and enhancement components that would improve the aquatic and riparian habitat quality along Dry Creek and would benefit special-status fish species in the long term. Implementation of the proposed project could also result in temporary disturbance and/or degradation of habitat for special-status fish within Dry Creek during the period of project construction. This impact would be potentially significant.</p>	PS	<p>Mitigation Measure 4.9-1: Special-status Fish.</p> <ul style="list-style-type: none"> ▶ The following measures shall be implemented to mitigate adverse effects to special-status fish species potentially resulting from the proposed project. To the extent feasible, the project shall be designed and constructed to avoid and minimize adverse effects to special-status fish species and aquatic habitats within the Specific Plan area. ▶ Project construction activities within the aquatic habitat of the active creek channel shall be conducted between June 15 and October 15, during the season that migrating chinook salmon and steelhead are not likely to be present. Construction within the riparian habitat along the upper banks of the creek need not be restricted to this timeframe, provided that the following measures (and those described in Section 4.12, “Hydrology and Water Quality”) are implemented to avoid or minimize sediment runoff into the creek. ▶ Silt fencing shall be placed around the construction areas within the aquatic habitat of the active creek channel. Silt fencing shall protect upstream and downstream areas from any construction related impacts. All construction activities within the aquatic habitat of the active creek channel shall be conducted within the silt fence area. Cofferdams shall be used 	LTS

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		<p>if construction in a live channel is necessary. To the extent feasible, they shall be designed to maintain an open channel to allow continued movement of aquatic species. If dewatering of a construction area is needed, it shall occur according to a Fish Translocation and Salvage Plan prepared by a qualified biologist.</p> <ul style="list-style-type: none"> ▶ All outflow from any project-related dewatering that may be necessary when excavating the outfall installation areas shall be filtered and pumped downstream of the construction area. ▶ After completion of construction within the aquatic habitat of the active creek channel, all remaining side cast shall be removed from the work area and silt fencing shall be removed. ▶ Revegetation of disturbed areas within the riparian habitat of the active creek channel with native riparian plants shall be accomplished prior to the onset of the winter rains in the year of construction. 	
<p>4.9-2: Biological Resources – Effects on Valley Elderberry Longhorn Beetles. Implementation of the proposed project could result in removal or disturbance of elderberry shrubs, which may provide habitat for valley elderberry longhorn beetles. If elderberry shrubs with stem diameters 1.0 inch or greater are removed or disturbed, this impact would be potentially significant.</p>	PS	<p>Mitigation Measure 4.9-2: Valley Elderberry Longhorn Beetles.</p> <p>The following measures shall be implemented to mitigate adverse effects to valley elderberry longhorn beetles potentially resulting from the proposed project. If valley elderberry longhorn beetles are delisted in the future, as has recently been proposed by USFWS (USFWS 2006a), these measures may be amended to conform to any revised USFWS guidelines regarding this species.</p> <ul style="list-style-type: none"> ▶ To the extent feasible, implementation of the project shall be designed and constructed to avoid and minimize adverse effects to elderberry shrubs. ▶ Before project construction would begin within the riparian habitat of the active creek channel, focused surveys for elderberry shrubs shall be conducted within the Dry Creek riparian corridor and adjacent municipal parks in and within 100 feet of proposed construction-sites. Such surveys will not be required within areas lacking suitable habitat for elderberry shrubs (i.e., areas already in residential development). 	LTS

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Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
		<ul style="list-style-type: none"> ▶ Where elderberry shrubs with 1.0 inch or greater stem diameter are found, USFWS conservation guidelines for valley elderberry longhorn beetles shall be followed by establishing a 100-foot buffer around the dripline of such shrubs wherever feasible to completely avoid potential impacts to valley elderberry longhorn beetles (USFWS 1999). All buffers shall be marked with brightly colored flags or fencing and shall be maintained until project construction is complete. Earthmoving activities, herbicide use, and other construction and maintenance activities with potential to impact valley elderberry longhorn beetles and/or their host shrubs would be avoided within these buffer zones. A qualified biologist will provide project contractors and construction crews working in the vicinity of an elderberry shrub buffer zone with a worker-awareness program before such work begins. This program will be used to describe the species, its habits and habitats, its legal status and required protection, and all applicable mitigation measures. ▶ If complete avoidance of shrub buffer zones is not feasible, USFWS shall be consulted. It is anticipated that either a new buffer width would be agreed upon along with additional protections for the safety of the beetles and shrubs, or that shrubs that could not be adequately protected would be transplanted to a protected location before construction would begin, in accordance with established USFWS guidelines (USFWS 1999) and a USFWS-approved mitigation and monitoring plan. Shrubs shall be transplanted to an area protected in perpetuity as habitat for valley elderberry longhorn beetles through a conservation easement or similar mechanism. Replacement mitigation plantings shall also be provided based on USFWS guidelines, which require replacement ratios ranging from 1:1 to 8:1 for lost stems at least 1 inch in diameter, depending on the size of the affected stems. Associated native species will be planted at ratios ranging from 1:1 to 2:1 for each elderberry planting. Transplants and mitigation plantings shall be monitored to ensure that USFWS success criteria are met (i.e., 60 percent survival of elderberry plants and associated 	

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		<p>riparian plantings). The proponent may elect either 10 years of monitoring, with surveys and reports to USFWS every year; or 15 years of monitoring, with surveys and reports on years 1, 2, 3, 5, 7, 10, and 15. The mitigation and monitoring plan shall describe both short- and long-term maintenance and management of the mitigation site; and specify remedial measures to be undertaken if mitigation success criteria are not met. Long-term management of mitigation lands shall be ensured by establishing a management endowment or other suitable funding source. The mitigation shall be implemented in a preserved portion of the project site in Dry Creek’s riparian corridor, elsewhere within the Dry Creek watershed, or in suitable habitat elsewhere in Placer County or an adjacent county. If mitigation occurs off-site, it shall be at a location that would provide at least equal-quality habitat for valley elderberry beetles as the project site after implementation of the mitigation.</p>	
<p>4.9-3: Biological Resources – Effects on Raptors and Special-status Birds. The riparian habitat restoration components of the proposed project would increase the quality of habitat available to special-status birds, an impact considered beneficial in the long term. However, implementation of the proposed project could also result in short-term construction-related impacts to special-status birds nesting in the Plan area. This temporary impact would be considered potentially significant.</p>	PS	<p>Mitigation Measure 4.9-3: Raptors and Special-status Birds. The following measures shall be implemented to mitigate adverse effects to raptors and special-status birds potentially resulting from the proposed project.</p> <ul style="list-style-type: none"> ▶ Potential disturbance of nesting special-status birds and raptors shall be reduced by limiting vegetation removal and grading to the non-breeding season (generally September 1 to February 28) to the extent feasible. ▶ To avoid nest disturbance and a potential reduction in fledging success resulting from construction activities within the riparian habitat of the active creek channel and during the breeding season (March 1 to August 31), focused surveys for raptors and special-status birds would be conducted by a qualified biologist no more than 15 days prior to the beginning of construction. Surveys for raptors and special-status birds would include suitable nesting habitat within 500 feet of construction areas. If no active nests are found, no further measures would be needed. 	LTS

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Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
		<ul style="list-style-type: none"> ▶ If active raptor or special-status bird nests are found, impacts would be avoided by the establishment of appropriate buffers and/or nest monitoring by a qualified biologist. The size of the buffer would be determined by a qualified biologist and may vary, depending on the species biology, location, nest stage, and specific construction activities to be performed while the nest is active. A qualified biologist shall monitor active nests to determine when the young have fledged and are feeding on their own, or the nest has failed. No construction activities would occur within a buffer zone until a qualified biologist confirms that the nest is no longer active. 	
<p>4.9-4: Biological Resources – Effects on Special-status Bats. The riparian habitat restoration components of the proposed project would increase the quality of potential habitat available to special-status bats, an effect considered beneficial in the long term. Temporary adverse impacts to special-status bats could also occur as a result of project construction activity if special-status bat maternity roosts occur in the Plan area and are incidentally removed or disturbed during construction. This potential impact would be considered less than significant because no bat colonies are known to occur within the project area and few individuals are expected to occur there.</p>	LTS	No mitigation is required.	LTS
<p>4.9-5: Biological Resources – Effects on Northwestern Pond Turtles. Although implementation of the proposed project could result in temporary construction-related loss and/or disturbance northwestern pond turtles, this species has a low potential for occurrence on-site and effected individuals are expected to be few, if any. This impact would thus be considered less than significant.</p>	LTS	No mitigation is required.	LTS
<p>4.9-6: Biological Resources – Impacts to Jurisdictional Waters and Sensitive Natural Communities. Implementation of the proposed project would include enhancement of the aquatic and riparian woodland habitats within and along Dry Creek, providing a beneficial long-term impact. Project implementation could also result in temporary disturbance and/or degradation of riparian and</p>	PS	<p>Mitigation Measure 4.9-6: Jurisdictional Waters and Sensitive Habitats.</p> <p>The following measures shall be implemented to mitigate adverse effects to jurisdictional waters and sensitive habitats potentially resulting from the proposed project.</p>	LTS

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<p>aquatic habitat during the period of project construction, as well as both temporary and permanent impacts to waters of the United States due to bank stabilization treatments and bridge construction. These impacts would be potentially significant.</p>		<ul style="list-style-type: none"> ▶ To the extent feasible, the project shall be designed and constructed to avoid and minimize adverse effects to jurisdictional waters of the United States and riparian habitat within the Specific Plan area. Bioengineering bank stabilization techniques shall be used to the extent feasible and the installation of hardscape within jurisdictional waters of the United States shall be minimized to the greatest extent feasible to achieve the overall project objectives. ▶ Wherever possible, riparian woodland habitat shall be avoided and preserved; the connectivity of the Dry Creek riparian corridor shall be maintained and enhanced. Areas of riparian woodland to remain undisturbed shall be clearly marked for avoidance during construction by methods such as fencing of flagging and construction personnel shall be educated about the need to avoid adverse effects on this resource. ▶ The project shall incorporate restoration and enhancement of the riparian corridor into the final design plans and construction specifications. Loose rock and concrete debris along the creek banks shall be removed as appropriate. The riparian corridor along the creek channel shall be enhanced by the planting of native shrub, tree, and understory species to create a more diverse vegetation structure and thus a higher quality habitat for wildlife. Enhancement should include planting, establishment, and maintenance of suitable riparian species native to the region as well as removal and control of exotic plant species. ▶ Before any ground disturbing activities begin within the aquatic or riparian habitat of the active creek channel, a qualified biologist shall map potential waters of the United States as part of a formal delineation of waters of the United States and shall identify all riparian habitat that could be affected by the project. The findings shall be documented in a detailed report and submitted to the USACE for verification as part of the formal Section 404 wetland delineation process. If there would be unavoidable effects under USACE jurisdiction, 	

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		<p>the Section 404 process shall be completed and the acreage of affected jurisdictional habitat shall be replaced and/or rehabilitated. The acreage of jurisdictional wetland affected shall be replaced on a “no-net-loss” basis in accordance with USACE regulations. Habitat restoration, rehabilitation, and/or replacement shall be at a location and by feasible methods agreeable to USACE. All minimization and compensation measures adopted through the permitting process shall be implemented.</p> <ul style="list-style-type: none"> ▶ Approval by the RWQCB, as determined during the Section 401 and Section 404 permitting processes, shall be required. All mitigation requirements determined through this process shall be implemented before any ground disturbing activities begin. ▶ If there would be unavoidable effects to habitats under DFG jurisdiction, a streambed alteration agreement shall be obtained and affected habitat shall be replaced and/or rehabilitated. Because project implementation could result change to the natural flow and/or bed and bank of Dry Creek, the project could require a Section 1602 streambed alteration agreement from DFG. If complete avoidance of identified riparian habitat is not feasible, the acreage of riparian habitat that would be removed shall be replaced or rehabilitated on a “no-net-loss” basis in accordance with DFG regulations and as specified in the streambed alteration agreement, if needed. Habitat restoration, rehabilitation, and/or replacement shall be at a location and by feasible methods agreeable to DFG. All minimization and compensation measures adopted through the permitting process shall be implemented. 	
<p>4.9-7: Biological Resources – Wildlife Movement Corridors. Habitat enhancement components of the proposed project would have a long-term beneficial effect on the wildlife movement corridor along Dry Creek. Project construction is not expected to block wildlife movement; temporary impacts to the corridor would thus be considered less than significant.</p>	LTS	No mitigation is required.	LTS

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<p>4.9-8: Biological Resources – Impacts to Protected Trees. Proposed project features, grading, and construction activities may overlap or may occur within the drip line of protected trees. Depending upon the configuration of the approved site plans and the final extent of grading, the project may result in potentially significant impacts to protected trees.</p>	PS	<p>Mitigation Measure 4.9-8: Protected Trees. The following measures shall be implemented to mitigate adverse effects to protected trees potentially resulting from the proposed project. Tree removal shall be avoided unless 1) necessary for project construction, 2) identified as safety hazards in a Certified Arborist Tree Survey and located in existing or planned public access areas (e.g., streets, trails), or 3) if exotic invasive species (e.g., tree of heaven). In the Dry Creek riparian corridor, snags, dead wood and branches on live trees, and fallen branches shall be retained to the maximum extent possible due to the important habitat functions that they provide for wildlife.</p> <ul style="list-style-type: none"> ▶ Based on final approved project plans, the project applicant shall determine where protected trees are present within areas proposed for construction and shall identify trees for avoidance or removal. ▶ A Tree Preservation Plan shall be prepared for the protected trees within the Plan area that shall be avoided by the project to ensure that they are adequately protected during construction activities. A Certified Arborist shall prepare a Tree Preservation Plan in accordance with the Title 19 Article IV of the Roseville Municipal Code, which shall contain detailed recommendations for tree preservation and removal based on construction and grading plans. The Tree Preservation Plan shall address each tree potentially affected by construction and recommend preservation or removal based on its suitability for preservation, proximity to construction activities, and ability to tolerate impacts. The Tree Preservation Plan shall also include general preservation and construction guidelines to assist in the protection of trees within or near the grading limits or near construction zones. The Tree Preservation Plan shall include recommendations for specific protective measures for trees before, during, and after construction to reduce impacts to trees from development and maintain their health throughout the construction process. The Tree Preservation Plan shall be prepared using information in a 	LTS

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		<p>Tree Survey and Assessment or similar report including information on each tree’s species, size, location, condition, and suitability for preservation.</p> <ul style="list-style-type: none"> ▶ Where the removal of protected oaks is deemed necessary, the loss shall be mitigated according to Section 19.66.070 of the Roseville Municipal Code which requires that the replacement be calculated based upon an inch-for-inch replacement of the diameter at breast height of the tree removed. Mitigation trees shall be planted at appropriate sites and with appropriate maintenance to ensure their long-term self-sustaining survival. Where possible, mitigation oaks will be planted in canopy gaps along Dry Creek’s riparian corridor within the Plan area, or elsewhere within the City of Roseville. A performance standard of 80 percent of the established mitigation trees shall be met after 5 years. The mitigation trees shall not be dependent upon significant maintenance measures within the last 2 years of monitoring, including supplemental irrigation and staking. Alternatively, an in-lieu fee payment can be made to the City of Roseville Native Oak Tree Propagation Fund, which is calculated per inch based on the diameter at breast height of the tree removed. 	
4.10 Air Quality			
<p>4.10-1: Generation of Short-term Construction-Related Emissions of Criteria Air Pollutants and Precursors. Modeled short-term project-generated ozone precursor and fugitive dust emissions from construction activities in Plan area would exceed PCAPCD’s significance threshold of 82 lbs/day. Thus, project-generated, construction- related emissions of ROG, NOx and PM10 could violate or contribute substantially to an existing or projected air quality violation and/or expose sensitive receptors to substantial pollutant concentrations, especially considering the nonattainment status of Western Placer County. As a result, this impact is considered significant.</p>	S	<p>Mitigation Measure 4.10-1.</p> <p>In accordance with the PCAPCD, the applicant shall comply with all applicable rules and regulations as listed above (e.g., Rule 202, 218 and 228). In addition, the following mitigation measures shall be implemented to reduce short-term construction-related air quality impacts. In addition, dust control measures are required to be implemented by all projects in accordance with the City of Roseville Grading Ordinance, and the PCAPCD Fugitive Dust Rule 228.</p> <p>1. The applicant shall submit to PCAPCD a Construction Emission / Dust Control Plan within 30 days prior to groundbreaking. If the PCAPCD does not respond within 20 days, the plan shall be</p>	SU

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Summary Table of Impacts and Mitigation Measures**

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		<p>considered approved. The plan must address the minimum requirements found in section 300 and 400 of District Rule 228, Fugitive Dust (www.placer.ca.gov/airpollution/airpolut.htm). The applicant shall keep a hard or electronic copy of Rule 228, Fugitive Dust on-site for reference.</p> <p>2. The Construction Emission/Dust Control Plan shall include a comprehensive inventory (i.e., make, model, year, emission rating) of all heavy-duty off-road equipment (50 horsepower (HP) of greater) that will be used an aggregate of 40 or more hours for the construction project. The project representative shall provide PCAPCD with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman. The plan shall demonstrate that the heavy-duty (> 50 HP) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve a project wide fleet-average 20% NOX reduction and 45% particulate reduction compared to the most recent ARB fleet average. PCAPCD shall be contacted for average fleet emission data. Acceptable options for reducing emissions may include use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available. Contractors can access the Sacramento Metropolitan Air Quality Management District's web site to determine if their off-road fleet meets the requirements listed in this measure (http://www.airquality.org/ceqa/Construction_Mitigation_Calculator.xls).</p> <p>3. Clean earth moving construction equipment with water or sweep clean, once per day, or as necessary (e.g., when moving onsite), consistent with National Pollutant Discharge Elimination System Best Management Practices, local ordinances, and municipal codes. Water shall be applied to control dust as needed to prevent dust impacts offsite. Operational water truck(s), shall be on-site, as required, to control fugitive dust. Construction vehicles leaving the site shall be cleaned, as needed, to prevent</p>	

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**Table 2-1
Summary Table of Impacts and Mitigation Measures**

Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
		<p>dust, silt, mud, and dirt from being released or tracked off-site.</p> <p>4. Spread soil binders on unpaved roads and employee/equipment parking areas. Soil binders shall be non-toxic in accordance with state and local regulations. Apply approved chemical soil stabilizers, or vegetated mats, etc. according to manufacturers' specifications, to all-inactive construction areas (previously graded areas which remain inactive for 96 hours).</p> <p>5. Minimize diesel idling time to a maximum of 10 minutes.</p> <p>6. Utilize existing power sources (e.g., power poles) or clean fuel generators rather than temporary diesel power generators, if feasible.</p> <p>7. Measures specific to 20+ acre project sites:</p> <p>< A pre-construction meeting shall be held to review the construction emission/dust control plan for projects requiring grading of 20+ acres. PCAPCD shall be notified and may attend.</p> <p>< The applicant shall comply with PCAPCD Fugitive Dust Rule 228; including suspending grading operations when conditions exceed designated wind speeds, and executing proper control of lime or other drying agents.</p> <p>< An applicant representative, ARB-certified to perform Visible Emissions Evaluations (VEE), shall routinely (i.e., once per week) evaluate project related off-road and heavy-duty on-road equipment emissions for compliance with this requirement for projects grading more than 20 acres in size, regardless of how many acres are to be disturbed daily.</p> <p>< Construction equipment exhaust emissions shall not exceed the PCAPCD Visible Emissions Rule 202. Fugitive dust is not to exceed 40% opacity and not go beyond property boundary at any time. Operators of vehicles and equipment found to exceed opacity limits are to be immediately notified and the equipment must be repaired within 72 hours.</p>	

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Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
<p>4.10-2: Generation of Long-Term Operation-Related (Regional) Emissions of Criteria Air Pollutants and Ozone Precursors. Operation-related activities would result in project-generated emissions of ROG, NO_x or PM₁₀ that exceed PCAPCD’s significance threshold of 82 lb/day. Project-generated operation-related emissions of ROG and NO_x would also exceed PCAPCD’s recommended cumulative summertime threshold of 10 lb/day In addition, the proposed project would require a General Plan amendment to allow for development of desired land uses in downtown Roseville. Thus, project-generated, operation-related emissions of criteria air pollutants and precursors could violate or contribute substantially to an existing or projected air quality violation, expose sensitive receptors to substantial pollutant concentrations and/or conflict with air quality planning efforts. As a result, this impact is considered significant.</p>	S	<p>Mitigation Measure 4.10-2</p> <p>The following is a list of mitigation measures developed by PCAPCD to reduce long-term operational impacts to local and regional air quality. Due to the severe nonattainment designation in western Placer County for federal standards, all projects should implement those measures that are logical and feasible.</p> <ol style="list-style-type: none"> 1. Exceed California Title 24 energy requirements. Areas of Title 24 to be exceeded shall be determined by the applicant and the City. 2. All truck loading and unloading docks shall be equipped with one 110/208-volt power outlet for every two-dock door. Diesel trucks shall be prohibited from idling more than five minutes and must be required to connect to the 110/208-volt power to run any auxiliary equipment. Signage shall be provided. 3. Install a gas outlet in all outdoor recreational fire pits, and permanently installed cooking appliances. 4. Only natural gas fireplace appliances are permitted. Where propane or natural gas service is not available, only EPA Phase II certified wood-burning devices shall be allowed in single-family residences. The emission potential from each residence shall not exceed 7.5 grams per hour. Wood-burning or Pellet appliances shall not be permitted in multi-family developments. 5. Where feasible, install solar electric generation systems. Recommend participation in Roseville Electric incentive programs for energy-efficient development. 	SU
<p>4.10-3: Exposure of Sensitive Receptors to Toxic Air Contaminant Emissions. The proposed project would not expose sensitive receptors to substantial emissions of TACs during construction because construction emissions would be temporary and would rapidly dissipate with distance from the source. However, implementation of the Specific Plan could result in the exposure of sensitive receptors, especially those within close proximity to the Rail Yard and proposed commercial uses, to TAC emissions that exceed the significance threshold of 10 in one</p>	S	<p>Mitigation Measure 4.10-3.</p> <p>The following mitigation measures shall be implemented to reduce the exposure of sensitive receptors to TACs:</p> <ul style="list-style-type: none"> ▶ All proposed homes in the Plan area shall be equipped with filter systems with high Minimum Efficiency Reporting Value (MERV) for removal of small particles (such as 0.3 micron) at all air intake points to the home. All proposed dwelling units shall be constructed with mechanical ventilation systems 	SU

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Table 2-1 Summary Table of Impacts and Mitigation Measures			
Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
million for the cancer risk level. As a result, this impact would be considered significant.		<p>which would allow occupants to keep windows and doors closed and allow for the introduction of fresh outside air, without the requirement of open windows.</p> <ul style="list-style-type: none"> ▶ Proposed commercial uses that have the potential to emit TACs (e.g., diesel-fueled engines) shall be located as far away as possible from existing and proposed receptors. Proponents of projects with a residential component shall provide disclosure to future residents advising them of the proximity to the JR Davis Rail Yard and associated health risk impacts. ▶ When determining the exact type of facility that would occupy the proposed commercial space, the project shall take into consideration its toxic-producing potential. ▶ Proposed facilities that would require the long-term use of diesel equipment and heavy-duty trucks shall develop a plan to reduce emissions, which may include such measures as scheduling such activities when the residential uses are the least occupied, and requiring such equipment to be shut off when not in use and prohibiting heavy-trucks from idling. ▶ To the extent feasible, sensitive receptors shall be located as far away from the UPRR maintenance facility as possible. ▶ Implement Mitigation Measure 4.10-2-2, described above, with respect to electrification of commercial loading dock areas to reduce emissions associated with truck idling. 	
4.10-4: Generation of Long-Term Operation-Related (Local) Mobile-Source Emissions of Carbon Monoxide. Project-generated, long-term operation-related (local) mobile-source emissions of CO would not violate or contribute substantially to a violation of the CAAQS or NAAQS, or expose sensitive receptors to substantial pollutant concentrations. This impact would be less than significant.	LTS	No mitigation is required.	LTS
4.10-5: Exposure of Sensitive Receptors to Odors. The project would not involve the siting of any major sources of odors. However, the nature of the businesses that would occupy the commercial development is not known, and one or more of the	S	Mitigation Measure 4.10-5. Implementation of Mitigation Measure 4.10-3 to reduce indoor exposure to TACs would also result in a reduction in the intensity	LTS

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Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
businesses could be a minor source of objectionable odors, which could adversely affect nearby existing sensitive receptors. The proposed project would be located near the UPRR Yard, a major source of odors due to diesel PM. Therefore, this is considered a significant impact.		of offensive odors from the surrounding odor sources. In addition, the applicant shall require all businesses that occupy the property to install odor-controls as necessary to prevent a substantial dispersion of odors to adjacent residential areas.	
4.11 Noise			
<p>4.11-1: Short-Term Construction-Generated Noise Levels. Implementation of the proposed project would result in short-term construction activities associated with individual development projects in the Plan area. These construction activities could potentially expose sensitive receptors to noise levels in excess of the applicable noise standards and/or result in a noticeable increase in ambient noise levels. Therefore, this impact is considered potentially significant.</p>	LTS	<p>Mitigation Measure 4.11-1: Short-Term Construction-Generated Noise Levels: Although impacts related to short-term construction-generated noise were considered to be less than significant with implementation of the project, the following mitigation is provided to ensure impacts remain at a less-than-significant level. Construction contractors shall implement the following measures during construction activities.</p> <ul style="list-style-type: none"> ▶ Construction equipment shall be properly maintained per manufacturers' specifications and fitted with the best available noise suppression devices (i.e., mufflers, silencers, wraps, etc). Shroud or shield all impact tools, and muffle or shield all intake and exhaust ports on power equipment. ▶ Construction operations and related activities associated with the proposed project shall comply with the operational hours outlined in the City of Roseville Municipal Code Noise Ordinance; construction operations shall be limited to between the hours of 7 a.m. and 7 p.m. Monday through Friday and between 8 a.m. and 8 p.m. Saturday and Sunday. ▶ Construction equipment should not be idled for extended periods of time in the vicinity of noise-sensitive receptors. ▶ Locate fixed and/or stationary equipment as far as possible from noise sensitive receptors (e.g., generators, compressors, rock crushers, cement mixers). Shroud or shield all impact tools, and muffle or shield all intake and exhaust ports on powered construction equipment. 	LTS

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Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
		<ul style="list-style-type: none"> ▶ Where feasible, temporary barriers shall be placed as close to the noise source or as close to the receptor as possible and break the line of sight between the source and receptor where modeled levels exceed applicable standards. Acoustical barriers shall be constructed material having a minimum surface weight of 2 pounds per square foot or greater, and a demonstrated Sound Transmission Class (STC) rating of 25 or greater as defined by American Society for Testing and Materials (ASTM) Test Method E90. Placement, orientation, size, and density of acoustical barriers shall be specified by a qualified acoustical consultant. 	
<p>4.11-2: Long-Term Traffic Noise Levels at Existing Noise-Sensitive Receivers. Implementation of the proposed project would result in an increase of average daily vehicle trips in the Plan area. In some locations, the increased traffic volumes would result in a noticeable (3 dB or greater) increase in traffic noise along roadways, however, impacts from the project would not exceed the city’s General Plan noise standards (see Table 4.11-4); or, in areas where existing noise levels exceed those standards, the estimated increase in noise levels would be considered less than perceptible (less than 3dB). Therefore, this impact is considered less than significant.</p>	LTS	No mitigation is required.	LTS
<p>4.11-3: Long-Term Operational Stationary Source Noise Levels. Implementation of the proposed project would result in increases in stationary source noise associated with the proposed residential and commercial land uses. These stationary noise sources could potentially exceed the City’s noise standards (hourly and maximum) and result in a noticeable increase in ambient noise levels.</p>	PS	<p>Mitigation Measure 4.11-3: Long-Term Operational Stationary Source Noise Levels:</p> <p>Project applicant(s) for industrial and commercial/office land uses shall implement the following measures to reduce exposure of sensitive receptors to excessive noise levels from future stationary sources.</p> <p>1. Industrial and Commercial/Office Land Uses. Where these land uses adjoin common property lines with noise-sensitive uses, the following mitigation measures shall be incorporated into the project design to reduce noise exposure from future stationary sources.</p>	LTS

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Summary Table of Impacts and Mitigation Measures**

Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
		<ul style="list-style-type: none"> a. During project review the City’s Planning Department shall determine if the proposed use would likely generate noise levels adversely affecting the adjacent noise-sensitive uses. If a proposed project has the potential to generate or expose noise-sensitive uses to noise levels exceeding the City of Roseville noise standards (Tables 4.11-4 through 4.11-6) or result in a substantial (3 dB or greater) permanent increase in ambient noise levels, the project applicant shall prepare a site-specific acoustical analysis. The acoustical analysis shall be conducted in accordance with the City of Roseville General Plan requirements shown in Table 4.11-5. b. Loading and unloading areas shall be located so that commercial buildings shield nearby residential land uses from noise generated by loading dock and delivery activities. If necessary, additional sound barriers shall be constructed on the commercial sites to protect nearby noise-sensitive uses. c. Loading dock activity and delivery truck activity at the commercial uses developed on the project site shall only occur during the daytime hours of 7 a.m. to 10 p.m., in order to prevent evening and nighttime sleep disturbance at nearby residential land uses d. All commercial HVAC machinery shall be located within mechanical equipment rooms wherever possible. Equipment manufacturer’s specifications for venting and access to outside air shall be maintained. e. Localized noise barriers or rooftop parapets shall be constructed around the HVAC, cooling towers, and mechanical equipment so that line-of-site to the noise source from the property line of the noise-sensitive receptors is blocked. Equipment manufacturer’s specifications for venting and access to outside air shall be maintained. f. Property maintenance activities at commercial and office uses shall be restricted to daytime hours between 8 a.m. and 9 p.m. 	

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		<p>Project applicant(s) for parking structures shall implement the following measures to reduce exposure of sensitive receptors to excessive noise levels from future stationary sources.</p> <p>2. Parking Structures. Parking structures located in the immediate vicinity of noise-sensitive land uses shall include the following mitigation measures.</p> <ul style="list-style-type: none"> a. Orientate parking structures so that nearby noise-sensitive receptors would be shielded from all on-site circulation routes (entrances, exits, and internal routes). If maintaining visibility is required transparent acoustical screens shall be installed on openings with direct line-of-sight to noise-sensitive receptors. b. Parking structures driveways and entrances shall be located so that the structure serves as a barrier to nearby noise-sensitive receptors. c. Interior reflective surfaces (i.e., ceilings), exposing nearby noise-sensitive receptors to elevated noise levels shall have an acoustically absorptive treatment, such as spray-in cellulose applied. d. Parking structure capacity shall be limited during more sensitive evening and nighttime hours (7 p.m. to 7 a.m.). (i.e., 50% capacity from 7 p.m. to 10 p.m., 30% capacity from 10 p.m. to 7 a.m.). e. To ensure compliance, further analysis of on-site noise generation from the proposed parking structures shall be conducted when tentative maps become available. <p>Implementation of the above mitigation measures and compliance with <i>City of Roseville Municipal Code</i> requirements would substantially reduce long-term stationary-source noise associated with the development of industrial land uses, commercial/office land uses, and parking structures to comply of the <i>City of Roseville General Plan</i> noise standards. Therefore, long-term operational</p>	

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		stationary source noise levels would be reduced to a less-than-significant level.	
<p>4.11-4: Land Use Compatibility of On-site Sensitive Receptors with Future Traffic Noise Levels. Implementation of the proposed project would result in future traffic noise that could expose proposed new land uses to levels that exceed the City’s standards. This traffic noise could result in annoyance and/or sleep disruption to nearby noise-sensitive receptors. Therefore, this impact is considered potentially significant.</p>	PS	<p>Mitigation Measure 4.11-4: Land Use Compatibility of On-site Sensitive Receptors with Future Traffic Noise Levels.</p> <p>Project applicant(s) shall implement the following measures to substantially reduce the exposure of sensitive receptors to excessive roadway traffic noise levels.</p> <p>During project review, the City’s planning staff shall determine if the proposed land use would potentially be exposed to noise levels exceeding the City’s noise level standards. If a proposed project has the potential to generate or be exposed to noise levels exceeding the City of Roseville noise standards (refer to Tables 4.11-4 through 4.11-6) or result in a substantial permanent increase in ambient noise levels (3 dB or greater), the project applicant shall prepare a site-specific acoustical analysis. The acoustical analysis shall be conducted in accordance with the City of Roseville General Plan requirements shown in Table 4.11-5.</p> <ul style="list-style-type: none"> ▶ Disclose all transportation noise (i.e., roadway, railway, race track), vibration levels, and their meanings to purchasers and/or renters prior to contract or title transfer for residential property within the Plan area. ▶ Incorporate site specific design considerations to reduce exterior noise exposure levels. Site design shall include the following measures as applicable to the project-specific site and when feasible: <ul style="list-style-type: none"> • Common outdoor activity areas, such as play structures, swimming pools, or other outdoor congregation areas included in multi-family residential and/or mixed-use developments shall be located such that the building(s) serve as a sound barrier to the nearest predominant noise source. • Distances between noise sources and noise-sensitive uses shall be maximized through the use of noise buffers/setbacks. Setback areas can take the form of open 	LTS

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Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
		<p>space, frontage roads, recreational areas, storage yards, or other City approved setback.</p> <ul style="list-style-type: none"> Noise barriers shall be constructed to provide shielding of noise-sensitive uses and outdoor activity areas. Barriers may include manmade walls, earthen berms, a combination of walls and berms, and other structures breaking line of sight from noise source to receptor. Barriers shall be located in close proximity to either the noise source or the sensitive receptor. A site specific acoustical analysis shall be performed consistent with Table 4.11-5, and determine effectiveness of various site design measures based on specific construction plans. <p>Implementation of the above mitigation measure may not always be considered feasible due to the urban nature of the Plan area. As an example, it may not be feasible to provide adequate noise buffers or other noise abatement/ reduction improvements between existing noise sources and sensitive receptors because of the existing urban nature of the Plan area. In addition, noise barriers in the Plan area may not be consistent with strategies or envisioned as part of the Downtown Roseville Specific Plan. An amendment to the Noise Element of the General Plan is proposed concurrent with the Downtown Specific Plan project. The amendment recognizes that in increasingly urban areas it is difficult to maintain suburban noise standards, and in order to facilitate the City's goals to encourage reinvestment and economic development in the Downtown, Riverside, and Historic District Specific Plan areas, the proposed amendment would allow the City to elect to allow new noise-sensitive land uses on a case-by-case basis in proximity to sources of transportation noise. Noise mitigation, including an acoustical analysis, would be required to reduce interior space noise levels to the standards specified in Table IX-1 of the City's General Plan. Exterior noise levels would require mitigation to the extent feasible using building orientation, construction, and design features; however ultimately, exterior noise levels may exceed the</p>	

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Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
		<p>outdoor activity area noise standards identified in Table IX-1 of the City's General Plan.</p> <p>With approval of the amendment to the Noise Element of the General Plan and implementation of noise-reduction measures, impacts related to land use compatibility of on-site sensitive receptors with future traffic noise levels would be reduced to a less-than-significant level.</p>	
<p>4.11-5: Land Use Compatibility of On-site Sensitive Receptors with Future Railroad Noise Levels. Implementation of the proposed project would result in locating new noise-sensitive land uses within 60 dB L_{dn} railroad noise contours. Therefore, this impact is considered potentially significant.</p>	PS	<p>Mitigation Measure 4.11-5: Land Use Compatibility of On-site Sensitive Receptors with Future Railroad Noise Levels.</p> <p>Implement mitigation measure 4.11-4 to reduce the exposure of sensitive receptors (i.e., residential, mixed-use development) to significant noise associated with future railroad and rail yard operations.</p> <p>Implementation of mitigation measure 4.11-4 may not always be considered feasible due to the urban nature of the Plan area. As an example, it may not be feasible to provide adequate noise buffers or other noise abatement/reduction improvements between existing noise sources and sensitive receptors because of the existing urban nature of the Plan area. In addition, noise barriers in the Plan area may not be consistent with strategies or envisioned as part of the Downtown Roseville Specific Plan.</p> <p>With implementation of measures listed above (see Mitigation Measure 4.11-4) by project applicant(s) and enforcement of noise standards for interior spaces, projected noise levels would not have the potential to exceed applicable interior noise standards adopted by the City with respect to land use compatibility. However, due to the potential for noise associated with the railyard to exceed the General Plan standards for exterior noise, this impact would be significant and unavoidable.</p>	SU
<p>4.11-6: Future Interior Noise Levels at On-site Sensitive Receptors. Implementation of the proposed project would result in exposing new noise-sensitive receptors to interior noise levels that exceed the City's noise standards. This would result in</p>	PS	<p>Mitigation Measure 4.11-6: Future Interior Noise Levels at On-site Sensitive Receptors:</p> <p>Project applicant(s) shall implement the following measures for all noise-sensitive land uses with direct exposure to roadways, parking</p>	LTS

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<p>annoyance and/or sleep disruption to noise-sensitive receptors. Therefore, this impact is considered potentially significant.</p>		<p>areas, and railways and exterior noise levels greater than 70 dB L_{dn}:</p> <ul style="list-style-type: none"> ▶ All residential uses shall be constructed with air conditioning and mechanical ventilation systems that allow for windows and doors to remain closed and achieve acoustical isolation from traffic and railroad noise. The systems shall allow for the introduction of fresh outside air, without the requirement of open windows. Access to outside air shall be automatically controlled to prevent unintentionally flowing seasonally hot or cold into conditioned space. ▶ Attic vents direct exposure to elevated noise levels shall be acoustically baffled, containing at least one 90 degree obstruction to the flow of air. The baffle shall be fitted with an acoustically absorbent liner. ▶ Exterior walls shall be constructed of a three-coat stucco or wood siding with an exterior underlayment or sound board. ▶ All residential windows and doors with direct exposure to elevated noise levels shall be required to meet a minimum STC rating of 34. ▶ Windows and sliding glass doors shall be mounted in low infiltration rate frames (0.5 cubic feet per minute or less, per ANSI specifications). ▶ Exterior doors shall be solid core with perimeter weather-stripping and threshold seals. ▶ The City shall require project applicants to submit an acoustical analysis which verifies compliance with the City of Roseville interior noise level standard of 45 dB L_{dn}. The analysis shall be based on detailed construction plans and site configuration details, and be conducted by a qualified acoustical consultant. <p>Implementation of the above mitigation measure would reduce exposure of noise-sensitive uses to interior noise levels exceeding the City of Roseville 45 dB L_{dn} standard. As a result this impact would be reduced to a less-than-significant level.</p>	

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<p>4.11-7: Ground-Borne Noise and Vibration Levels at Sensitive Receptors. Implementation of the proposed project would result in exposing new sensitive noise-receptors to ground-borne noise and vibration levels that exceed the FTA and Caltrans guidelines. These ground-borne noise and vibration levels could result in annoyance or architectural/structural damage. Therefore, this impact is considered potentially significant.</p>	PS	<p>Mitigation Measure 4.11-7: Ground-Borne Noise and Vibration Levels at Sensitive Receptors:</p> <p>Project applicant(s) shall implement the following measures to reduce the potential for human annoyance and architectural/structural damage resulting from elevated ground-borne noise and vibration levels.</p> <ul style="list-style-type: none"> ▶ Construction-Induced Vibration: <ul style="list-style-type: none"> • Pile driving required within a 50-foot radius of historic structures should utilize alternative installation methods were possible (e.g., pile cushioning, jetting, pre-drilling, cast-in-place systems, resonance-free vibratory pile drivers). Specifically, geo pier style cast in place systems shall be used where feasible as an alternative to pile driving to reduce the number and amplitude of impacts required for seating the pile. • The pre-existing condition of all buildings within a 50-foot radius, and historical buildings within the immediate vicinity of proposed construction activities shall be recorded in the form of a preconstruction survey. The preconstruction survey shall determine conditions that exist before construction begins for use in evaluating damage caused by construction activities. Fixtures and finishes within a 50-foot radius of construction activities susceptible to damage shall be documented (photographically and in writing) prior to construction. All damage will be repaired back to its pre-existing condition. • Vibration monitoring shall be conducted prior to and during pile driving operations occurring within 100 feet of the historic structures. Every attempt shall be made to limit construction generated vibration levels in accordance with Caltrans recommendations during pile driving and impact activities in the vicinity of the historic structures. • Provide protective coverings or temporary shoring of on-site or adjacent historic features as necessary, in 	LTS

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		<p>consultation with the Preservation Director.</p> <ul style="list-style-type: none"> ▶ Railroad Induced Vibration: <ul style="list-style-type: none"> • Vibration sensitive uses shall be located a minimum of 100 feet from the UPRR centerline. To ensure compliance with FTA and Caltrans recommended guidelines, and site specific ground-borne noise and vibration assesment should be conducted. • A ground-borne vibration assessment shall be conducted at proposed building pad locations within 200 feet of UPRR right of ways, prior to project approval. Vibration monitoring and assessment shall be conducted by a qualified noise and vibration control engineer. <p>Implementation of the above mitigation measure would substantially limit the effects of ground-borne vibration on sensitive receptors and as a result, project-generated ground-borne noise and vibration levels would be reduced to a less-than-significant level.</p>	
4.12 Hydrology and Water Quality			
<p>4.12-1: Short-Term Degradation of Water Quality from Project-Related Construction Activities. Construction disturbances associated with the proposed project would create the potential for soil erosion and sedimentation of storm water drainage systems and runoff to Dry Creek. Construction activities may also involve the potential for releases of other pollutants to surface waters and/or the future storm drain system including oil and gas, chemical substances used in the construction process, accidental discharges, waste concrete, and wash water. Implementation of standard erosion control measures and implementation of minimum control measures required by the SWMP would be required by individual development projects in the Plan area. This impact is considered less than significant.</p>	LTS	No mitigation is required.	LTS
<p>4.12-2: Temporary Effects on Groundwater Quality During Construction. Sediments and contaminants would be prevented</p>	LTS	No mitigation is required.	LTS

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<p>from entering groundwater through requirements of the NPDES storm water general permit for construction activity, including preparation of a SWPPP. The NPDES permit would be required to include provisions for dewatering, and the SWPPP would be required to include a dewatering plan, measures to prevent/minimize releases of sediment and contaminants into groundwater during excavation, and methods to clean up releases if they do occur. Because compliance with these regulations would be a required of individual development projects in the Plan area and the contamination of groundwater would be avoided and/or minimized, this impact is considered less than significant.</p>			
<p>4.12-3: Change in the Quantity of Groundwater through Withdrawals, Interception, or Loss of Recharge Capacity. The Plan area is located within an existing urbanized area and is developed with impervious surfaces of various types. Implementation of the proposed project would not result in a substantial increase in impervious-surface coverage such that interference with groundwater recharge would occur. In addition, the proposed project would not result in a demand for groundwater resources. This impact is considered less than significant.</p>	LTS	No mitigation is required.	LTS
<p>4.12-4: Long-Term Changes in Runoff and Water Quality. Although individual project sites in the Plan area are in an urban environment that is largely paved, development under the Specific Plan may slightly increase the amount of impervious surfaces, and could proportionately increase runoff from individual project sites to storm drains. However, the Plan area is located an area of Roseville where an existing storm drainage system would be used to convey urban runoff conveyance in compliance with the City’s SWMP requirements. Because compliance with NPDES-related regulations for storm water runoff would be a required element of individual projects in the Plan area, this impact is considered less than significant.</p>	LTS	No mitigation is required.	LTS

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Table 2-1 Summary Table of Impacts and Mitigation Measures			
Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
<p>4.12-5: Expose People or Structures to a Significant Risk of Flooding. Implementation of the proposed project could expose people and structures to flooding due to construction of proposed commercial/residential buildings and an amphitheater adjacent to or Dry Creek. This impact is considered potentially significant.</p>	PS	<p>Mitigation Measure 4.12-5: Hydrology and Water Quality – Expose People or Structures to a Significant Risk of Flooding.</p> <p>All habitable structures constructed in the Plan area shall be located outside the adjusted 100-year flood plain as identified in the Downtown Specific Plan Hydraulic Study (RBF 2008) prepared for the Downtown Roseville Specific Plan. Additional encroachment into areas within the adjusted 100-year flood plain shall require site specific hydraulic modeling. Specific structures identified in the Downtown Roseville Specific Plan shall be prohibited from being constructed inside the adjusted 100-year flood plain unless evaluated and approved through project specific hydraulic modeling including structures associated with mixed-use development and high-density residential.</p>	LTS
<p>4.12-6: Proposed Project Structures within the 100-year Flood Zone Could Impede or Redirect Flood Flows. Implementation of the proposed project could expose people and structures to flooding due to construction of proposed commercial/residential buildings, a golf course, bridges and park facilities, and an amphitheater adjacent to or across Dry Creek. This impact is considered potentially significant. Portions of the proposed project are within the 100-year floodplain. This impact is considered potentially significant.</p>	PS	<p>Mitigation Measure 4.12-6: Hydrology and Water Quality – Proposed Project Structures within the 100-year Flood Zone Could Impede or Redirect Flood Flows.</p> <p>To prevent impeding or redirecting storm water flows in Dry Creek, the following actions shall be implemented for design and construction of improvements identified in the Downtown Roseville Specific Plan adjacent to Dry Creek.</p> <ol style="list-style-type: none"> 1. The Creek Walk identified in the Downtown Roseville Specific Plan shall be constructed at the existing top of bank elevation for Dry Creek and the area south of the new library bridge shall be made inaccessible during major storm events. 2. All pedestrian bridges in the Specific Plan area and the grand staircase shall be aligned to prevent increased 100-year flood water surface elevations in Dry Creek. Additional hydraulic analyses shall be conducted for the new pedestrian bridge alignments that are inconsistent with the RBF hydraulic analysis. 3. Prior to any golf course related development activities in Saugstad Park, a site-specific hydraulic analysis or other acceptable analysis shall be conducted for a more specific golf course development plan to ensure that there is no risk of impeding or redirecting flood 	LTS

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Impact	Significance before Mitigation	Mitigation Measure	Significance after Mitigation
		flows. This future analysis shall be reviewed and approved by the City's Public Works Department. These measures would ensure proposed structures and improvements identified in the Specific Plan do not impede or redirect flood flows in Dry Creek, reducing this potential impact to a less-than-significant level.	
4.12-7 Inundation by Seiche, Tsunami, or Mudflow. The proposed project is not located in an area susceptible to seiche or tsunamis. Steep slopes along Dry Creek could pose hazards associated with mudflows. This impact is considered potentially significant.	PS	Mitigation Measure 4.12-7: Hydrology and Water Quality – Inundation by Seiche, Tsunami, or Mudflow. Implement Mitigation Measure 4.4-3. This measure would identify any unstable, hazardous slopes along Dry Creek that could pose a mudflow hazard to pedestrians and/or bicyclists and require implementation of recommendations to prevent landslides. This impact would be reduced to a less-than-significant level.	LTS
5 Cumulative Impacts			
5.4-1: Increases in Greenhouse Gas Emissions. Emissions of GHGs during construction and operation of the proposed project would be substantial. Therefore, direct impacts of the proposed project from GHG emissions are considered significant.	S	Mitigation Measure 5.4-1 Implementation of Air Quality Mitigation Measure 4.10-2, which would reduce operational emissions of criteria air pollutants and precursors, would also act to reduce GHG emissions associated with project operation. Mitigation measure 4.10-2 is relevant to impact 5.4-1 because both criteria air pollutant and GHG emissions are frequently associated with combustion byproducts. In addition, the City shall implement the following measures to reduce direct and indirect GHG emissions associated with the proposed project. Certain measures would already be components of the project (i.e., Specific Plan policies, design guidelines and standards), and/or would be applied consistent with the City's General Plan Policies addressing GHG emissions and climate change, but are provided here for purposes of completeness. A. Energy Efficiency 1. Design buildings to be energy efficient (e.g., exceed Title 24 requirements). Site buildings to take advantage of shade,	SU

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		<p>prevailing winds, landscaping and sun screens to reduce energy use (1% emissions reduction).</p> <ol style="list-style-type: none"> 2. Install efficient lighting and lighting control systems. Use daylight as an integral part of lighting systems in buildings (0.5% emissions reduction). 3. Install light colored “cool” roofs, cool pavements, and strategically placed shade trees (0.5% emissions reduction). 4. Install energy efficient heating and cooling systems, appliances and equipment, and control systems. 5. Install light emitting diodes (LEDs) for traffic, street and other outdoor lighting. 6. Use solar heating, automatic covers, and efficient pumps and motors for pools and spas. <p>B. Renewable Energy</p> <ol style="list-style-type: none"> 1. Install solar and wind power systems, solar and tankless hot water heaters, and energy-efficient heating ventilation and air conditioning. 2. Improve the thermal integrity of buildings, and reduce the thermal load with automated time clocks or occupant sensors. 3. Where practical, install solar panels on carports and over parking areas. <p>C. Water Conservation and Efficiency</p> <ol style="list-style-type: none"> 1. Create water-efficient landscapes with native, drought-resistant species. 2. Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls. 3. Where feasible, use reclaimed water for landscape irrigation in new developments and on public property. Install the infrastructure to deliver and use reclaimed water. 4. Design buildings to be water-efficient. Install water-efficient fixtures and appliances. 5. Devise a comprehensive water conservation strategy appropriate for the project and location. The strategy may include many of 	

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		<p>the specific items listed above, plus other innovative measures that are appropriate to the specific project.</p> <p>D. Solid Waste Measures</p> <ol style="list-style-type: none"> 1. Reuse and recycle construction and demolition waste including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard. 2. Provide interior and exterior storage areas for recyclables and green waste and adequate recycling containers located in public areas. <p>E. Land Use Measures</p> <ol style="list-style-type: none"> 1. Incorporate public transit into project design (0.4-1% emissions reduction). 2. Preserve and create open space and parks. Preserve existing trees, and plant replacement trees at a set ratio. 3. Include pedestrian and bicycle-only streets and plazas within developments. Create travel routes that ensure that destinations may be reached conveniently by public transportation, bicycling or walking. Design roadway network to maximize pedestrian access to transit stops, including access from residential cul-de-sacs to collector and arterial streets (1% emissions reduction). <p>F. Transportation and Motor Vehicles</p> <ol style="list-style-type: none"> 1. Limit idling time for commercial vehicles, including delivery and construction vehicles. 2. Provide the necessary facilities and infrastructure to encourage the use of low or zero-emission vehicles (e.g., electric vehicle charging facilities and conveniently located alternative fueling stations) (0.5–1.5% emissions reduction). 3. Provide park and ride lots. 4. Increase headways of current City bus service to downtown Sacramento. 5. Provide shuttle service to public transit. 6. Provide public transit incentives such as free or low-cost monthly transit passes (1-5% emissions reduction). 	

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		<p>7. Incorporate bicycle lanes, routes, and intersection improvements into street systems within the Specific Plan (1% emissions reduction).</p> <p>8. For commercial land uses, provide adequate bicycle parking near building entrances to promote cyclist safety, security, and convenience (1% emissions reduction).</p> <p>9. Create Class II bicycle lanes and walking paths directed to the location of schools, parks and other destination points (1% emissions reduction).</p> <p>10. Ensure that the public school district shall serve the project site with a student busing system, and/or enable students residing in the project to safely walk to or bicycle to school without encountering barriers such as large arterial roadways or sound walls.</p> <p>11. Construction of transit facility/amenity (bus shelters, bicycle lockers/racks, etc.) for existing public and private transit (0.5% emissions reduction).</p> <p>12. Provide secure bicycle storage at public parking facilities.</p> <p>Mitigation Measure 5.4-1 would reduce operational and construction-generated GHG emissions. The City has determined that the proposed project would be consistent with the goals of AB 32 in that it is the type of project generally considered to be compatible with long-term GHG emission reduction efforts as it is a downtown revitalization project; and that it is reasonable to expect that the extensive vehicle trip reduction and energy conservation measures identified in Mitigation Measure 5.4-1 would be effective in substantially reducing GHG emissions compared with the unmitigated emissions calculations presented in Table 5.4-1. Conservative emissions reductions estimates were assigned to individual measures where documentation was available (California Air Pollution Control Officers Association 2008). The exact quantity of GHG emissions reduction associated with several measures identified in Mitigation Measure 5.4-1 cannot be calculated at this time. However, due to the current disparity between the volume of existing global GHG emissions and the goals of AB 32, even with mitigation measures incorporated, the proposed project would</p>	

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		<p>contribute a cumulatively considerable, incremental contribution to global GHG emissions and, therefore, would result in a significant and unavoidable cumulative impact.</p> <p>Mitigation measures that were considered by the City but were determined to be infeasible include:</p> <ul style="list-style-type: none"> ▶ Use of low or zero-emission vehicles, including construction vehicles is economically infeasible. ▶ Promote ride sharing programs by designating a certain percentage of parking spaces for ride sharing vehicles. The City already has a Transportation Systems Management (TSM) program. ▶ Create car sharing programs. This measure is not enforceable. 	

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