

CHAPTER 2 EXECUTIVE SUMMARY

2.1 PROJECT LOCATION

The project site is within the West Roseville Specific Plan (WRSP) area, which encompasses approximately ±3,162 acres located in the northwest portion of the City of Roseville, west of Fiddymment Road. The assessor parcel numbers for the project site include: 017-101-038; 017-117-045, 047, and 048; 492-010-002, 003, 004, 005, 015, 020, 021, 024, 031, and 033. The site is mapped on the USGS Roseville 7.5 minute topographic quadrangle in Sections: 13, 18, 19, and 24, Township 11N and Range 05E and 06E.

As shown in *Figure 3-1 Site and Vicinity Map* in **CHAPTER 3 PROJECT DESCRIPTION**, the WRSP area is located in the northwest corner of the City of Roseville, approximately three miles west of the State Route (SR) 65 interchange at Blue Oaks Boulevard. The 1,678-acre Fiddymment Ranch portion of the WRSP is bound by Blue Oaks Boulevard and Phillip Road to the south, and Fiddymment Road and Crocker Ranch Road to the east. The Roseville Energy Park (REP) and the Pleasant Grove Wastewater Treatment Plant (PGWWTP) are located to the southwest and the Creekview Specific Plan area is located west of the project's western boundary. The northern and western boundaries of the WRSP are coterminous with the Fiddymment Ranch portion of the existing Roseville city limits.

2.2 PROJECT SITE CHARACTERISTICS

The proposed project would affect ±910 acres in the northern portion of the ±1,678-acre Fiddymment Ranch area of the WRSP Specific Plan. Some development has already occurred within Fiddymment Ranch. This includes major infrastructure including roads, landscape corridors, drainage improvements and utilities. At the time that the Notice of Preparation for this EIR was circulated, approximately 545 residential units had been constructed in five neighborhoods. This development occurred within the Phase 1 area of Fiddymment Ranch, which is south of Pleasant Grove Creek. In the Phase 2 area, two residential neighborhoods were under construction, but no residential units had been completed. No work had been initiated on the Phase 3 portion of the development. Phases 2 and 3 are both primarily located north of Pleasant Grove Creek. Three parcels located south of the creek are included in Phase 3. Since the time that the Notice of Preparation was circulated, additional construction has occurred in Phase 1 and a few homes within Phase 2 have been completed. No work has begun within Phase 3.

The Fiddymment Ranch area primarily supports nonnative annual grasslands that were historically used for agricultural or grazing activities. The area is relatively flat, with areas of rolling terrain associated with Pleasant Grove Creek. Kaseberg Creek traverses a portion of the Fiddymment Ranch Phase 1 area. Each of the riparian corridors support native oaks. Wetland areas are dispersed throughout the project area, with the greatest concentration located in the northwest corner of the Fiddymment Ranch property, which is designated Open Space.

2.3 PROJECT OBJECTIVES

The project applicant has identified the following objectives for the proposed Fiddymment Ranch Specific Plan Amendment 3 project. These objectives have changed slightly since circulation of the Notice of Preparation of this EIR.

- ❖ Introduce a variety of housing types to Phases 2 and 3, similar to the diverse housing mix contained in Phase 1. This would be accomplished by adding pods of Medium Density and High Density Residential uses, as well as varying the density of the remaining Low Density Residential areas.
- ❖ Aid the City in meeting its Regional Housing Needs Allocation obligations as identified in the current 2008 -2013 Housing Element of the General Plan by increasing the amount of High Density Residential dwelling units.
- ❖ Aid the City in meeting the SACOG Blueprint Preferred Growth scenario, the City's Blueprint Implementation Strategies, and the anticipated SACOG Sustainable Communities Strategy (required as part of meeting state-mandated regional greenhouse gas emission reduction targets) by increasing the diversity of housing choices within the City, particularly by increasing residential density generally and providing more medium and high density residential units.
- ❖ Introduce a Community Commercial parcel in the northwest portion of Phase 3, providing for a centrally located small scale commercial use that would promote pedestrian and bicycle access.
- ❖ Given limited services on the western side of the city, change the designation of a two-acre parcel in the northeast portion of Phase 2, at the corner of Angus Road and Fiddymment Road from residential to Community Commercial in order to provide neighborhood services proximate to planned residential uses.
- ❖ Add further definition to the circulation system by establishing two east/west streets that will intersect both Hayden Parkway and Fiddymment Road. These two streets will provide multiple points of ingress and egress from the Phases 2 and 3 planning areas, improving local circulation opportunities and easing the traffic load on Hayden Parkway.
- ❖ Reconfigure and refine the paseo parcels to connect the open spaces, parks, schools, and residential neighborhoods within the northern portion of Fiddymment Ranch.
- ❖ Reconfigure the F-51 park site and F-71 school site to improve vehicular circulation and pedestrian safety to and from these sites and provide an attractive park frontage along Hayden Parkway for the added benefit of visual open space.
- ❖ Modify the street configuration and Class I bikeway system to provide access to the Creekview Specific Plan Area to the west of the Fiddymment Ranch development.

2.4 DESCRIPTION OF PROPOSED PROJECT CHARACTERISTICS

Project Summary

The project proposes to amend the WRSP to accommodate up to 1,905 additional residential units in an area referred to as Fiddymment Ranch. Under the WRSP, the Fiddymment Ranch area is planned for development of 4,207 residential units. Under the proposed Fiddymment Ranch Specific Plan Amendment 3 project, buildout of the Fiddymment Ranch area would accommodate up to a total of 6,112 residential units.

More specifically, the proposed project would decrease the acreage allocated to Low Density Residential and Low Density Residential (Pocket Parks) land uses by 99.37 acres, and increase the acreages allocated to:

- ❖ Medium Density Residential land uses by 55.8 acres,
- ❖ High Density Residential land uses by 18.88 acres,
- ❖ Community Commercial land uses by 7.27 acres,
- ❖ Parks by 3.02 acres,
- ❖ Open Space by 0.12 acres,
- ❖ Public/Quasi-Public by 1.9 acres, and
- ❖ Land dedicated as right-of-way by 12.38 acres.

In addition, the project proposes to change development densities within Fiddymment Ranch residential areas. With the proposed changes in land use acreages and density increases, the project would provide up to 580 additional Low Density Residential units, 609 additional Medium Density Residential units, and 716 additional High Density Residential units. The allowable Floor-Area-Ratio for Community Commercial land uses ranges between 0.2 and 0.4. With the proposed 7.27-acre increase in Community Commercial area, the project would provide between 63,336 and 126,672 additional square feet of commercial land uses.

Proposed Land Uses

The proposed Fiddymment Ranch Specific Plan Amendment 3 project would affect land use designations and development densities on ±910 acres within the Fiddymment Ranch area of the WRSP. The project proposes to amend the WRSP to allow 1,905 additional residential units and 7.27 additional acres of commercial land uses in the Fiddymment Ranch portion of the specific plan area.

Residential

Under the proposed Fiddymment Ranch Specific Plan Amendment 3 project the WRSP Fiddymment Ranch portion would support a total of 6,112 residential units on ±915.5 acres. The proposed average density of all land designated for residential uses is 6.67 units per acre. Residential units are proposed in three density ranges. Of the 6,112 dwelling units in Fiddymment Ranch under the proposed project, 53 percent would be LDR, 12.1 percent would be MDR, and 34.9 percent would be HDR. Within the LDR areas, the existing WRSP includes 20.54 acres intended for Pocket Parks. The proposed project would reduce the size of several of these

parcels and create one additional pocket park parcel, resulting in 13.43 acres of pocket parks. The individual pocket park parcels are proposed to range in size between 1 and 2.77 acres.

Community Commercial

Under the existing WRSP, six parcels totaling 38.97 acres within Fiddymment Ranch are designated Community Commercial. The proposed project would designate two additional parcels totaling 7.27 acres as Community Commercial. These sites would provide a mix of retail and services. Typical uses permitted within the Community Commercial land use include grocery stores, retail stores, banks, restaurants, personal services, professional offices and gas stations. The allowable Floor-Area-Ratio for Community Commercial land uses ranges between 0.2 and 0.4. With the proposed 7.27-acre increase in Community Commercial area, the project would provide between 63,336 and 126,672 additional square feet of commercial land uses.

Parks and Open Space

Under the existing WRSP, Fiddymment Ranch includes seven parcels covering 200.02 acres designated Parks and Recreation, eight parcels covering 340.06 acres designated Open Space, and four parcels covering 6.71 acres designated Open Space (Paseos). In total, there are 546.79 acres intended for parks and open space uses. This includes a ±96-acre regional park located south of Blue Oaks Boulevard, a ±75-acre sports complex near the high school south of Blue Oaks Boulevard, a ±8.9-acre park site adjacent to the elementary school site, ±167 acres of open space around Pleasant Grove Creek, and a ±132-acre open space area in the northwest corner of Fiddymment Ranch where vernal pools and other wetlands occur.

The proposed project would provide small increases in the size of two of the Parks and Recreation parcels (parcels 51 and 55) and in two Open Space parcels (parcels 80 and 84). It would also further divide three Open Space (Paseo) parcels (90, 91, and 92), resulting in a total of nine paseo parcels. These changes would result in a total of 549.93 acres intended for parks and open space uses within the Fiddymment Ranch portion of the WRSP, an overall increase of 3.14 acres. As discussed in CHAPTER 1 INTRODUCTION, the Open Space and Open Space (Paseo) parcels are credited towards the City's required park-to-population standard at a ratio ranging between 10:1 and 5:1. When combined with park land in the WestPlan portion of the WRSP, the overall WRSP development would include 123.53 credited acres of City-Wide parks, 87.41 credited acres of neighborhood parks, and 79.97 credited acres of open space.

Public/Quasi-Public

One Public/Quasi-Public parcel intended as an elementary school site is included in the project area. The site is located south of Parkway One (which has been renamed Hold Parkway) and east of Hayden Parkway. Under the existing WRSP, this site is 8.7 acres. The proposed project would increase the size of this parcel to 10.6 acres. This site would be dedicated to the Roseville City School District.

Land Use Allocations

Table 2.1 identifies the proposed acreage allocated to each land use compared with the currently approved land uses. This information is provided for the Fiddymment Ranch development, not the entire WRSP. The acreages allocated to parks and recreation and open space are actual acres not credited acres for the purposes of meeting the City's park-to-population standard.

Table 2.1
Fiddymment Ranch Land Use Allocations

Land Use	Approved Land Uses		Proposed Land Uses	
	Acreage	Dwelling Units or Square Feet	Acreage	Dwelling Units or Square Feet
Low Density Residential	848.61	2,660	756.35	3,240
Low Density Residential – Pocket Parks	20.54	n/a	13.43	n/a
Medium Density Residential	17.52	131	73.32	740
High Density Residential	67.15	1,416	86.03	2,132
Community Commercial	38.97	n/a	46.24	n/a
Public/Quasi-Public	74.52	n/a	76.42	n/a
Parks and Recreation	200.02	n/a	203.04	n/a
Open Space	340.06	n/a	340.18	n/a
Open Space (Paseo)	6.71	n/a	6.71	n/a
Roadway Rights-of-Way	63.42	n/a	75.80	n/a
Totals	1,677.52	4,207	1,677.52	6,112

Circulation

The proposed Fiddymment Ranch Specific Plan Amendment 3 project would slightly alter the overall circulation system in the specific plan area by adding two new east/west collector roadways. Primary roadway access to Fiddymment Ranch is provided by Fiddymment Road, Hayden Parkway, and Blue Oaks Boulevard. The circulation system also includes a pedestrian/bikeway network and public transportation facilities. Fiddymment Road and Blue Oaks Boulevard already exist through the plan area.

The portion of Hayden Parkway in Fiddymment Ranch Phase 1 has already been constructed. Construction of this roadway through Phases 2 and 3 would occur as part of buildout of these areas. Hayden Parkway would be constructed as a 2-lane collector with a 12-foot median and 25-foot landscape corridors on either side. To connect to the portion of Hayden Parkway that has already been constructed through Phase 1, a bridge over Pleasant Grove Creek would be constructed as part of Phase 3.

Parkway One (which has been renamed Holt Parkway) would be constructed through Phases 2 and 3 and would extend westerly into the Creekview Specific Plan area. Collector One, which has been renamed Crawford Parkway, would be constructed as a parallel route to the south. Three north-south roads would be constructed to connect the east-west roadways with Hayden Parkway, creating a modified grid pattern. The layout of local streets would be defined as tentative maps are processed for development of each of the large lot parcels.

The following list identifies the type of traffic control anticipated at key intersections:

- ❖ Hayden Parkway/Fiddymment Road: signal
- ❖ Hayden Parkway/Parkway One (Holt Parkway): all-way stop-control

- ❖ Fiddymment Road/Parkway One (Holt Parkway): two-way stop control (stop signs on Parkway One)
- ❖ Hayden Parkway/Collector One (Crawford Parkway): all way stop control
- ❖ Fiddymment Road/Collector One (Crawford Parkway): signal
- ❖ Street One/Parkway One (Holt Parkway): two-way stop control (stop signs on Street One)
- ❖ Street One/Collector One (Crawford Parkway): two-way stop control (stop signs on Street One)
- ❖ Street Two/Parkway One (Holt Parkway): roundabout
- ❖ Street Two/Collector One (Crawford Parkway): roundabout
- ❖ Street Three/Parkway One (Holt Parkway): roundabout
- ❖ Street Three/Collector One (Crawford Parkway): roundabout

The WRSP road standards provide a network of pedestrian facilities and bike lanes along streets, paseos, and other routes. The proposed project would not change the requirements and standards for pedestrian and bicycle facilities. Turnouts to accommodate bus stops would be constructed along Hayden Parkway.

Public Utilities and Services

The WRSP includes provisions for water, wastewater, recycled water, storm drainage and flood control, police and fire, solid waste, electrical service, schools and parks. By increasing the residential population of the WRSP, the proposed project could increase demands for public services. However, the project would not alter how services are provided to the project area. Refer to the WRSP for a description of the public facilities and services that would serve the proposed development and to chapters 9 and 10 of this Subsequent Draft EIR for analysis of the proposed projects impacts to the provision of public services and utilities within the City.

Project Design

The WRSP includes Design Guidelines that apply to all development within the specific plan area, including Fiddymment Ranch. The guidelines provide detailed performance criteria and standards to be considered by City staff, Design Review Committee, Planning Commission, and City Council in the review of individual developments within the Plan Area. All future development under the proposed Fiddymment Ranch Specific Plan Amendment 3 project would be subject to the adopted WRSP Design Guidelines. The WRSP defines the administrative process through which projects will be reviewed for consistency with the Design Guidelines.

2.5 AREAS OF KNOWN CONTROVERSY AND ISSUES RAISED

Through comments received on the Notice of Preparation for this EIR and at the Public Scoping Meeting, the following areas of potential controversy and project issues were identified:

- ❖ Environmental and social effects from increased density in HDR areas within the project area;

- ❖ Potential development of low-income housing using the City's Density Bonus ordinance;
- ❖ Increased traffic congestion and air pollution;
- ❖ Increased construction truck traffic on Fiddymment Road; and
- ❖ Increased demand for treated water and lack of sufficient water supplies to serve buildout of land uses included in the City of Roseville General Plan, including recent approvals of other projects in the area.

2.6 PROJECT ALTERNATIVES

Five project alternatives are evaluated in CHAPTER 12 CEQA CONSIDERATIONS.

Alternative A – No Project (No Development)

Contrary to the approved WRSP, this alternative would consider that no development occurs within Fiddymment Ranch other than the areas not affected by the proposed Fiddymment Ranch Specific Plan Amendment 3 project and the development that currently exists.

Alternative B – No Project (Buildout under WRSP)

This alternative would consider development as approved in the WRSP and previously approved amendments to that plan.

Alternative C – Reduced Development

This alternative would increase development compared to the approved WRSP, but to a lesser degree than under the proposed Fiddymment Ranch Specific Plan Amendment 3 project. Consistent with the alternatives evaluated in the WRSP EIR, this Alternative would develop 20 percent fewer additional units than proposed. The amount of CC and other land uses would not change from the proposed project. This alternative would increase WRSP development by 1,524 residential units, compared to the proposed increase of 1,905 units. The Conceptual Land Use Plan would remain the same as proposed; densities within each parcel would be reduced.

Alternative D1 – Relocated HDR Units From Parcels F-6B, F-8A, F-23, and F-24

This alternative would reduce the amount of additional onsite development by locating some of the proposed HDR units offsite. Within the Fiddymment Ranch site, parcels 6B, 8A, 23, and 24 would remain as HDR, but would retain their existing maximum density of 20 units per acre, as compared to the proposed density of 25 units per acre. The proposed project would develop a total of 1,080 units on these four parcels. Alternative D would develop a total of 864 units on these parcels. The 216 units lost from these four parcels could be developed on the site at the northeast corner of the intersection of Douglas Boulevard and Harding Boulevard. That site would be rezoned Commercial-Mixed Use, which would allow for redevelopment of the site with a mixture of commercial and HDR land uses. The maximum density allowed at the Harding Boulevard site would be 25 units per acre. Thus a total of 269 HDR units could be developed at that site under Alternative D1 (representing the 216 units transferred from the Fiddymment Ranch site and an additional 53 units allowed by the Commercial-Mixed Use zoning).

Alternative D2 – Relocated HDR Units From Parcel F-8A

Similar to Alternative D1, Alternative D2 would reduce the amount additional onsite development by locating some of the proposed HDR units offsite. Within the Fiddymment Ranch site, parcel 8A would be designated LDR, with a maximum density of 5 units per acre. Parcel 8A is located at the southeast corner of the intersection of Hayden Parkway and Collector One (Crawford Parkway), adjacent to an MDR parcel and an open space parcel that surrounds Pleasant Grove Creek. Parcel 8A consists of 11.08 acres, thus it would be developed with 55 LDR units as opposed to the proposed 277 HDR units, resulting in a net reduction of 222 residential units within Fiddymment Ranch. The Harding Boulevard site would be rezoned Commercial-Mixed Use, allowing for redevelopment of the site with a mixture of commercial and HDR land uses with a maximum residential density of 25 units per acre. A total of 269 HDR units could be developed at that site under Alternative D2 (representing the 222 units transferred from the Fiddymment Ranch site and an additional 47 units allowed by the Commercial-Mixed Use zoning).

2.7 INTENDED USES OF THIS SUBSEQUENT EIR

The Draft EIR has been prepared in accordance with CEQA (Public Resources Code, Section 21000, et seq.), CEQA Guidelines (14 California Administrative Code, §15000, et seq.) and the CEQA Implementation Procedures. The Draft EIR is an informational document prepared to provide public disclosure of potential impacts of the project and is not intended to serve as a recommendation of either approval or denial of the project. Section 15121(a) of the CEQA Guidelines states:

An EIR is an informational document which will inform public agency decision-makers and the public generally of the significant environmental effect of the project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project.

The Fiddymment Ranch Specific Plan Amendment 3 Subsequent Draft EIR provides an assessment of environmental impacts associated with construction and operation of the Fiddymment Ranch development proposed under the Specific Plan Amendment 3 project and presents the means and methods of reducing impact significance where possible. Fiddymment Ranch is a portion of the WRSP. The analysis in this EIR tiers from the analysis in the WRSP EIR, which is incorporated herein by reference. The WRSP EIR is available for review at the City of Roseville and at the City of Roseville website at:

www.roseville.ca.us/planning/planning_document_library

Required Permits and Approvals

Table 2.2 lists the entitlements and approvals required from the City of Roseville and from other Responsible Agencies to allow construction of the proposed Fiddymment Ranch development. Following the table is a discussion of each of the entitlements and approvals required.

Table 2.2
Required Approvals and Permits

Required Permit	Responsible Agency
General Plan Amendment	City of Roseville
Specific Plan Amendment	City of Roseville
Rezone	City of Roseville
Large Lot Tentative Map Modification	City of Roseville
Development Agreement Amendment	City of Roseville
Section 402 National Pollutant Discharge Elimination System Permit Compliance	Regional Water Quality Control Board-Central Valley Region
Permit for Commercial Operations	Placer County Air Pollution Control District
Previously Issued Permits for which Modifications May be Required During Improvement Design	
Clean Water Act Section 404 Permit	U.S. Army Corps of Engineers
Clean Water Act Section 401 Water Quality Certification	Regional Water Quality Control Board-Central Valley Region
Streambed Alteration Agreement	California Department of Fish and Game

City of Roseville Required Permits and Approvals

General Plan Amendment To modify the City's General Plan Map to illustrate the proposed allocation of land uses.

Specific Plan Amendment To detail and illustrate the proposed additional dwelling units and reconfiguration of land use, and provide updated exhibits and modifications to text within the document.

Rezone To modify the City's Zoning Map to reflect the proposed land plan so that parcel specific requirements and development standards can be appropriately applied.

Large Lot Tentative Subdivision Map Modification To subdivide the existing parcels within the remaining portions of Phase 2 & 3 to accurately reflect the proposed land use plan.

Development Agreement Amendment To adjust the terms to which the City and Signature Properties have previously agreed upon to reflect the adjusted land use plan and currently vested development rights and obligations of each party.

Permits and Approvals from Other Agencies

Section 402 National Pollutant Discharge Elimination System (NPDES) Permit Construction of the proposed project would result in clearing, excavation, and grading activities throughout portions of the Fiddymont Ranch area. Compliance with the existing statewide permit for stormwater discharge, administered by the Central Valley RWQCB is required for any project that results in clearing, excavation, and grading activities on more than one acre of land. Permit compliance requires the preparation of a Stormwater Pollution Prevention Plan (SWPPP) that contains measures, also called Best Management Practices (BMPs), to decrease stormwater

runoff impacts during construction. A Section 402 NPDES permit would be issued for each discrete construction phase.

Permit for Commercial Operations Stationary sources of air emissions, such as certain commercial operations, may require a permit to operate from the Placer County Air Pollution Control District

Previously Issued Permits from Other Agencies for which Modifications May be Required During Improvement Design

The following permits have been issued by the identified agencies. The issued permits are applicable to all development within Fiddymment Ranch and address all impacts anticipated under the original WRSP approval. Mitigation for these impacts has already occurred. Any additional impacts identified through design of improvements for each construction phase and/or as each tentative map is approved would require modifications to the previously issued permits.

Clean Water Act Section 404 Permit The U.S. Army Corps of Engineers (Corps) regulates the placement of fill or dredged material that affects waters of the United States, which include streams and wetlands. The Corps regulates these activities under authority granted through Section 404 of the Clean Water Act. Impacts to wetlands throughout all of the WRSP area were identified with the original WRSP approval and WRSP EIR. The proposed project would not change the development footprint and is not expected to result in any additional wetland impacts. Should any additional wetland impacts be identified during improvement design, modification to the existing Section 404 Permit would be required.

Clean Water Act Section 401 Water Quality Certification Under Section 401 of the Clean Water Act, the Central Valley Regional Water Quality Control Board (RWQCB) has the authority to provide water quality certification of any project that affects wetlands. Section 401 water quality certification entails the review of the Corps' permit conditions of approval and may also include additional water quality protection measures deemed necessary by the Central Valley RWQCB during their review. Water quality certification for impacts to wetlands throughout all of the WRSP area was issued in a master Section 401 certification. The proposed project would not change the development footprint and is not expected to result in any additional wetland impacts, thus would not require any additional Section 401 certification. Should any additional wetland impacts be identified during improvement design, modification to the existing Section 401 Certification would be required.

Streambed Alteration Agreement Activities affecting the bed, bank, or channel of streams, or the shore of lakes and ponds, are regulated by California Department of Fish and Game (CDFG) pursuant to Section 1602 of the California Fish and Game Code. CDFG jurisdiction extends from top-of-bank to top-of-bank or to the outside edge of riparian vegetation, whichever is greater. In stream channels, this usually exceeds the extent of Corps jurisdiction. Any work within the CDFG jurisdiction (such as placement of footings for bridges) would require CDFG approval of a Streambed Alteration Agreement. The Streambed Alteration Agreement is developed by CDFG in consultation with the applicant or applicant's representative and identifies mitigation measures that must be implemented to minimize impacts to stream channels and riparian vegetation. A Master Streambed Alteration Agreement has been issued

for all development within the WRSP in accordance with the original WRSP approval. The proposed project would not change the development footprint and is not expected to result in any additional impacts within CDFG jurisdiction. Should any additional impacts within the CDFG jurisdiction be identified during improvement design, modification to the existing Streambed Alteration Agreement would be required.

2.8 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impacts and mitigation measures were identified in the Initial Study (circulated with the Notice of Preparation) and in this EIR. *Table 2.3* lists all of the impacts associated with the proposed project, as evaluated in this EIR. The table identifies the level of significance of each impact and presents the mitigation measures necessary to reduce impacts to a less than significant level.

**Table 2.3
Impact Summary Table**

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
Land Use			
Impact 4.1: Conflict with General Plan, Specific Plan and Zoning Designations	NI	None.	NI
Impact 4.2: Conflict with Local and/or Regional Land Use Plans and Policies Adopted for the Purpose of Avoiding or Mitigating an Environmental Effect	S	Various mitigation measures identified throughout chapters 5 through 11.	LTS
Impact 4.3: Creation of land use conflicts or incompatibility	LTS	None	LTS
Transportation and Circulation			
Impact 5.1: Increased Traffic Volumes Through City of Roseville Intersections Under Existing Plus Project Conditions	S	<p>Mitigation Measure 5.1a: Applicants for tentative map approval within the area affected by the proposed Fiddymment Ranch Specific Plan Amendment 3 project shall pay fair share costs for intersection improvements identified in the City’s current Capital Improvement Program at the following locations:</p> <ul style="list-style-type: none"> ◆ Baseline Road and Fiddymment Road, ◆ Galleria Boulevard and Roseville Parkway, and ◆ Lead Hill Boulevard and North Sunrise Avenue. 	LTS
Impact 5.2: Increased Demand for Transit Services within the City of Roseville under Existing Plus Project Conditions	LTS	None	LTS
Impact 5.3: Increased Demand for Bicycle Facilities within the City of Roseville under Existing Plus Project Conditions	LTS	None	LTS
Impact 5.4: Increased Traffic Volumes on Roadways within the City of Rocklin under Existing Plus Project Conditions	LTS	None	LTS
Impact 5.5: Increased Traffic Volumes on Intersections within Placer County under Existing Plus Project Conditions	S	<p>Mitigation Measure 5.5a: The City of Roseville shall negotiate in good faith to enter into fair and reasonable arrangements with Sacramento County with the intention of achieving within a reasonable time period after approval of the proposed project commitment for the provision of</p>	SU

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
		adequate fair share mitigation from applicants for tentative map approval within the area affected by the proposed Fiddymment Ranch Specific Plan Amendment 3 project. The fair share funding shall cover the following improvements to Placer County facilities: <ul style="list-style-type: none"> ◆ Walerga Road at PFE Road – construct second northbound and southbound through lanes; and ◆ Locust Road at Baseline Road – construct additional eastbound and westbound through lanes or signalize the intersection 	
Impact 5.6: Increased Traffic Volumes on Roadways within Placer County under Existing Plus Project Conditions	S	Mitigation Measure 5.6a: The City of Roseville shall negotiate in good faith to enter into fair and reasonable arrangements with Sacramento County with the intention of achieving within a reasonable time period after approval of the proposed project commitment for the provision of adequate fair share mitigation from applicants for tentative map approval within the area affected by the proposed Fiddymment Ranch Specific Plan Amendment 3 project. The fair share funding shall cover the following improvement to Placer County facilities: <ul style="list-style-type: none"> ◆ Walerga Road south of Baseline Road – construct additional northbound and southbound through lanes. 	SU
Impact 5.7: Increased Traffic Volumes through Intersections Within Sacramento County Under Existing Plus Project Conditions	LTS	None	LTS
Impact 5.8: Increased Traffic Volumes on Roadways Within Sacramento County Under Existing Plus Project Conditions	S	Mitigation Measure 5.8a: The City of Roseville shall negotiate in good faith to enter into fair and reasonable arrangements with Sacramento County with the intention of achieving within a reasonable time period after approval of the proposed project commitment for the provision of adequate fair share mitigation from applicants for tentative map approval within the area affected by the proposed Fiddymment Ranch Specific Plan Amendment 3 project. The fair share funding shall cover the following improvement to Sacramento County facilities: <ul style="list-style-type: none"> ◆ Walerga Road south of Elverta Road – construct second northbound and southbound through lanes 	SU
Impact 5.9: Increased Traffic Volumes through Intersections Within Sutter	S	Mitigation Measure 5.9a: The City of Roseville shall negotiate in good faith to enter into fair and reasonable arrangements with Sutter County	SU

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
County Under Existing Plus Project Conditions		with the intention of achieving within a reasonable time period after approval of the proposed project commitment for the provision of adequate fair share mitigation from applicants for tentative map approval within the area affected by the proposed Fiddymment Ranch Specific Plan Amendment 3 project. The fair share funding shall cover the following improvements to Sutter County facilities: <ul style="list-style-type: none"> ◆ Riego Road and Pleasant Grove North – construct separate eastbound and westbound turn lanes; and ◆ Riego Road and Pleasant Grove South – construct separate eastbound and westbound turn lanes. 	
Impact 5:10: Increased Traffic Volumes on Roadways Within Sutter County Under Existing Plus Project Conditions	LTS	None	LTS
Impact 5.11: Increased Traffic Volumes at State Highway Interchanges Under Existing Plus Project Conditions	S	Mitigation Measure 5.11a: The City of Roseville shall negotiate in good faith to enter into fair and reasonable arrangements with Caltrans with the intention of establishing a achieving within a reasonable time period after approval of the proposed project commitment for the provision of adequate fair share mitigation from applicants for tentative map approval within the area affected by the proposed Fiddymment Ranch Specific Plan Amendment 3 project. The fair share funding shall cover the following improvements to Sutter County facilities: <ul style="list-style-type: none"> ◆ I-80 Eastbound offramp and Taylor Road/Eureka Boulevard – construct improvements already agreed upon by City of Roseville and Caltrans; and ◆ Phase 2 and 3 of the I-80 widening project. 	SU
Impact 5.12: Increased Traffic Volumes on State Highways Under Existing Plus Project Conditions	S	Mitigation Measure 5.12a: The City of Roseville and applicants for tentative map approval within the area affected by the proposed Fiddymment Ranch Specific Plan Amendment 3 project shall implement <i>Mitigation Measure 5.11a</i> .	SU
Impact 5.13: Increased Traffic Volumes through City of Roseville Intersections under 2025 CIP Plus Project Conditions	S	Mitigation Measure 5.13a: The City of Roseville shall modify the City’s Capital Improvement Program to include the following improvement, and applicants for tentative map approval within the area affected by the proposed Fiddymment Ranch Specific Plan Amendment 3 project shall pay fair share costs for this improvement:	SU

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
		♦ Blue Oaks Boulevard and Diamond Creek Boulevard – change the southbound shared left/through/right lane to a shared through/right lane and add a separate southbound right turn lane.	
Impact 5.14: Increased Traffic Volumes through Placer, Sacramento, and Sutter County Intersections under 2025 CIP Plus Project Conditions	LTS	None	LTS
Impact 5.15: Increased Traffic Volumes on Placer, Sacramento, and Sutter County Roadway Segments under 2025 CIP Plus Project Conditions	LTS	None	LTS
Impact 5.16: Increased Traffic Volumes on Roadways in the City of Rocklin under 2025 CIP Plus Project Conditions	LTS	None	LTS
Impact 5.17: Increased Traffic Volumes at State Highway Interchanges under 2025 CIP Plus Project Conditions	LTS	None	LTS
Impact 5.18: Increased Traffic Volumes on State Highways under 2025 CIP Plus Project Conditions	S	Mitigation Measure 5.18a: The City of Roseville and applicants for tentative map approval within the area affected by the proposed Fiddymment Ranch Specific Plan Amendment 3 project shall implement <i>Mitigation Measure 5.11a</i> .	SU
Noise			
Impact 6.1: Expose Existing Sensitive Receptors To Excessive Traffic Noise Levels	LTS	None	LTS
Impact 6.2: Expose Future Sensitive Receptors Within The Project Site To Excessive Traffic Noise Levels	S	Mitigation Measure 6.2a: Future residential development adjacent to Fiddymment Road, Blue Oaks Boulevard, Hayden Parkway, Collector One (Crawford Parkway), and Parkway One (Holt Parkway) shall include a property line sound wall to reduce traffic noise levels in compliance with the 60 dB L _{dn} standard. If site conditions are such that base of wall, roadway centerline and building pads are all the same elevation, the required height of the sound walls adjacent to Fiddymment Road and Blue Oaks Boulevard is 8 feet and the required height of the sound walls adjacent to Hayden Parkway, Collector One (Crawford	LTS

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
		Parkway), and Parkway One (Holt Parkway) is 6 feet. This also assumes a typical setback of 75 feet from the roadway centerline to the barrier, and a setback of 20 to 25 feet from the barrier to the building façade. If site conditions are such that base of wall, roadway centerline and building pads are not all the same elevation, or the setbacks are significantly different than those assumed in the barrier analysis, an analysis of traffic noise barrier effectiveness shall be completed for each Fiddymment Ranch tentative map that includes residential development adjacent to these roadways. The analysis shall be conducted by a qualified acoustical consultant and shall specify the measures required to achieve compliance with the City of Roseville 60 dB L _{dn} exterior noise level standard at the outdoor activity areas.	
Impact 6.3: Expose Future Sensitive Receptors Within The Project Site To Excessive Noise Levels Associated With The Roseville Energy Park	LTS	None	LTS
Impact 6.4: Expose Future Sensitive Receptors Within The Project Site To Excessive Aviation-Related Noise Levels	LTS	None	LTS
Air Quality			
Impact 7.1: Generate Construction Related Emissions That Conflict with the Air Quality Plan or Violate Air Quality Standards	S	<p>Mitigation Measure 7.1a: Each prime contractor for future construction projects within the proposed Fiddymment Ranch Specific Plan Amendment 3 project shall prepare a construction dust control plan for approval by the PCAPCD prior to any ground disturbance. This plan should address the minimum Administrative Requirements found in Section 400 of District Rule 228, Fugitive Dust (www.placer.ca.gov/airpollution/airpolut.htm), and address schedule such that clearing, grading, and earthmoving activities during periods of low wind speeds and restrict those construction activities during high wind conditions with wind speeds greater than 20 miles per hour (mph) average during an hour. Specific required components of the dust control plan include the following:</p> <p>A. Control dust and prevent dirt from going offsite. Apply water to control dust as needed to prevent dust impacts off site. Operational water truck(s) shall be on site as required to control fugitive dust. Construction vehicles leaving the site shall be cleaned to prevent</p>	SU

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
		<p>dust, silt, mud, and dirt from being released or tracked offsite. This includes the use of tarpaulins for haul trucks which travel on public streets.</p> <p>B. Cover all trucks delivering or exporting soil, sand, or other loose materials to ensure that all trucks hauling such materials maintain at least two feet of freeboard.</p> <p>C. Suspend grading operations when wind is sufficient to generate visible dust clouds.</p> <p>D. Pave, use gravel cover or spray a dust control agent on all haul roads.</p> <p>E. Install sandbags or other erosion control measures to prevent silt runoff onto public roadways.</p> <p>F. Provide graveled, paved or grass-covered areas for construction employee vehicle parking.</p> <p>G. Institute measures to reduce wind erosion when site preparation is completed.</p> <p>H. Control dust from inactive areas. Apply approved chemical soil stabilizers, vegetative mats, or other appropriate best management practices to manufacturer's specifications, to all-inactive construction areas (previously graded areas which remain inactive for 96 hours).</p> <p>I. Control dust on unpaved roads and adjacent public thoroughfares. Spread soil binders on unpaved roads and employee/equipment parking areas and wet broom or wash streets if silt is carried over to adjacent public thoroughfares. Reduce speeds on unpaved roads to 15 mph or lower (this speed must be posted).</p> <p>J. Immediately following any mass grading phase, the following dust control measures shall be implemented:</p> <ul style="list-style-type: none"> i. Apply soil stabilizers or commence reestablishing ground cover to construction areas within 96 hours of completing grading activities; ii. Develop and implement a wind erosion monitoring program for areas which will remain inactive for extended periods; this program should at a minimum provide for weekly monitoring of inactive sites to assess the effectiveness of wind erosion controls. 	

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
		<p>Mitigation Measure 7.1b: Each prime contractor for future construction projects within the proposed Fiddymment Ranch Specific Plan Amendment 3 project shall provide a list of construction equipment and anticipated construction timeline for approval by PCAPCD. The prime contractor for each construction project shall submit to the District a comprehensive inventory (i.e., make, model, year, emission rating) of all the heavy-duty off-road equipment (50 horsepower or greater) that will be used an aggregate of 40 or more hours for the construction project.</p> <p>Mitigation Measure 7.1c: The project shall provide a plan for approval by the District demonstrating that the heavy-duty (greater than 50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve a project wide fleet-average 20 percent NOx reduction and 45 percent particulate reduction compared to the most recent CARB fleet average. 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.</p> <p>Mitigation Measure 7.1d: During smog season (May through October), the construction period shall be lengthened so as to minimize the number of vehicles and equipment operating at the same time.</p>	
<p>Impact 7.2: Generate Emissions During Project Operation That Conflict with the Air Quality Plan or Violate Air Quality Standards</p>	<p>S</p>	<p>Mitigation Measure 7.2a: Conditions of approval shall be adopted for each tentative map processed within the Fiddymment Ranch Specific Plan Amendment 3 project area requiring the following features in all development within each tentative map:</p> <ul style="list-style-type: none"> A. Install only natural gas hookups in all new fireplaces. B. Install a natural gas outlet in the backyard of all new residences for gas-burning barbecues. C. Install low-NOx hot water heaters per PCAPCD Rule 246. D. Use air conditioning units with an Ozone Destruction Catalyst. E. Provide natural gas lines or electrical outlets to all backyards to encourage use of natural gas or electric barbecues, as well as electric lawn equipment. F. Install Class I bicycle lockers along with bike racks in 	<p>SU</p>

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
		commercial sites. G. Include high-efficiency heating and other appliances, such as water heaters, cooking equipment, refrigerators, furnaces, and boiler units. H. Include energy-efficient window glazing, wall insulation, and efficient ventilation methods on all new residential units.	
Impact 7.3: Generate Substantial Carbon Monoxide Concentrations at Local Intersections	LTS	None	LTS
Climate Change			
Impact 8.1: Generate Construction Related Greenhouse Gas Emissions	LTS	None	LTS
Impact 8.2: Generate Greenhouse Gas Emissions During Project Operation	LTS	None	LTS
Impact 8.3: Conflict With an Applicable Plan, Policy or Regulation Adopted for the Purpose of Reducing the Emissions of Greenhouse Gases	LTS	None	LTS
Impact 8.4: Be Affected by Climate Change Effects	LTS	None	LTS
Public Utilities – Potable Water Supply			
Impact 9A.1: Require New Or Expanded Water Supply Entitlements	LTS	None	LTS
Impact 9A.2: Impact on American River and Delta Associated with Surface Water Diversion	LTS	None	LTS
Impact 9A.3: Require New Or Expanded Water Treatment Facilities	LTS	None	LTS
Impact 9A.4: Deplete Groundwater Supplies	LTS	None	LTS
Public Utilities – Wastewater Conveyance and Treatment			
Impact 9B.1: Impair Water Quality as a Result of Increased Wastewater Discharges	LTS	None	LTS

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
Impact 9B.2: Construction or Expansion of Wastewater Collection/Conveyance Facilities	LTS	None	LTS
Impact 9B.3: Exceed Wastewater Treatment Capacity or Result in Physical Environmental Effects from Construction or Expansion of Wastewater Treatment Facilities	S	<p>Mitigation Measure 9B.3a: The project applicant shall participate financially through connection fees in the construction of additional wastewater treatment capacity sufficient to accommodate projected flows. The applicant shall also participate on a fair share basis in other financial mechanisms for any additional environmental review required to secure approvals necessary to increase wastewater discharges from the plant. It is recognized that the Fiddymment Ranch Specific Plan Amendment 3 applicant will rely on the City (on behalf of the SPWA partners) to construct regional treatment and regional transmission facilities needed to discharge treated wastewater flows from within the service area boundary. In the event the City is unable to obtain the appropriate permits (e.g. NPDES permit) or is unable to complete the required facility expansions, development within the service area boundary may continue until existing capacity has been exhausted, at which time any additional development will be curtailed until such time that sufficient treatment and discharge capacity becomes available. Further, the applicant and/or the City, as appropriate, shall implement all relevant construction related mitigation measures for expansion of the plant listed in Appendix X of this Draft EIR and all water quality and aquatic resource mitigation measures applicable to this project as listed in Table 9B-2 of this EIR.</p>	LTS
Public Utilities – Recycled Water			
Impact 9C.1: Require Construction or Expansion of Recycled Water Distribution and Storage Facilities	LTS	None	LTS
Public Services			
Impact 10. 1: Increase Demands for Fire Protection; Require Construction of New or Expanded Fire Protection Facilities	LTS	None	LTS
Impact 10.2: Increase Demands for Police Protection; Require Construction of New or Expanded Police Protection Facilities	LTS	None	LTS

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
Impact 10.3: Increase Demands for Library Services; Require Construction of New or Expanded Library Facilities	LTS	None	LTS
Impact 10.4: Increase Demands for School Services; Require Construction of New or Expanded School Facilities	LTS	None	LTS
Impact 10.5: Increase Demands for Park Facilities	LTS	None	LTS
Cumulative Impacts			
Impact 11.1: Land Use Incompatibility	LTS	None	LTS
Impact 11.2 Increased traffic volumes on City of Roseville roadways under 2025 Cumulative Plus Project Conditions	S	Mitigation Measure 11.2a: The City of Roseville CIP shall be modified to include addition of a shared westbound through/left-turn lane to the intersection of Pleasant Grove Boulevard and Fiddymment Road	LTS
Impact 11.3: Increased traffic volumes on City of Rocklin roadways under 2025 Cumulative Plus Project Conditions	LTS	None	LTS
Impact 11.4: Increased traffic volumes on Placer County roadways under 2025 Cumulative Plus Project Conditions	LTS	None	LTS
Impact 11.5: Increased traffic volumes on Sacramento County roadways under 2025 Cumulative Plus Project Conditions	LTS	None	LTS
Impact 11.6: Increased traffic volumes on Sutter County roadways under 2025 Cumulative Plus Project Conditions	LTS	None	LTS
Impact 11.7: Increased traffic volumes at State Highway Interchanges under 2025 Cumulative Plus Project Conditions	LTS	None	LTS
Impact 11.8: Increased traffic volumes on State Highways under 2025 Cumulative Plus Project Conditions	S	Mitigation Measure 11.8a: If the City of Roseville has entered into an enforceable agreement with Caltrans regarding construction of transportation facilities and/or improvements to state facilities in the vicinity, the project applicant shall contribute project's fair share costs of the construction of improvements to I-80 and SR 65 at the time that building permits are issued	SU

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
Impact 11.9: Contribute to Cumulative Increases in Noise Levels	S	None	SU
Impact 11.10: Result in a cumulatively considerable net increase of any criteria for which the project region is non-attainment under an applicable federal or state ambient air quality standard	S	<p>Mitigation Measure 11.10a: Prior to Improvement Plan approval, the project applicant shall implement one or more of the following mitigation strategies. The mitigation shall be sufficient to offset the summertime project operation emissions of ROG and NOX above 10 pounds per day.</p> <p>a. Establish mitigation offsite within west Placer County by participating in an offsite mitigation program, coordinated through the Placer County Air Pollution Control District. Examples include, but are not limited to participation in a “Biomass” program that provides emissions benefits; retrofitting, repowering, or replacing heavy duty engines from mobile sources (i.e. busses, construction equipment, road haulers); or other program that the project proponent may propose to reduce emissions.</p> <p>b. Participate in the Placer County Air Pollution District Offsite Mitigation Program by paying the equivalent amount of money, which is equal to the project’s contribution of pollutants (ROG and NO_x) in excess of the cumulative threshold of 10 pounds per day. The payment shall be based on the established fee of \$14,300 per ton for a one year period. The actual amount to be paid shall be determined, and satisfied per current California Air Resource Board guidelines, at the time of Improvement Plan approval</p>	SU
Impact 11.11: Make a Considerable Contribution to Global Climate Change	LTS	None	LTS
Impact 11.12: Contribute to Cumulative Increases in Demands for Potable Water	S	None	SU
Impact 11.13: Contribute to Cumulative Increases in Demands for Wastewater Treatment and Conveyance	S	None	SU
Impact 11.14: Contribute to Cumulative Increases in Demands for Recycled Water	LTS	None	LTS

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
Impact 11.13: Contribute to Cumulative Increases in Demands for Public Services	LTS	None	LTS

This page intentionally left blank.