# 7 SIGNIFICANT AND UNAVOIDABLE IMPACTS

### 7.1 INTRODUCTION

Section 15126.2(b) of the California Environmental Quality Act Guidelines (State CEQA Guidelines) requires environmental impact reports (EIRs) to include a discussion of any significant environmental impacts that cannot be avoided if the project is implemented. Chapter 4 of this Draft EIR (DEIR) provides a detailed analysis of all significant and potentially significant environmental impacts of the Downtown Roseville Specific Plan (proposed project), feasible mitigation measures that could avoid or substantially reduce the project's significant impacts, and whether these mitigation measures would reduce these impacts to less-than-significant levels. Chapter 5 identifies the significant cumulative impacts of the project. If a specific impact cannot be reduced to a less-than-significant level, it is considered a significant and unavoidable adverse impact.

#### 7.2 SIGNIFICANT AND UNAVOIDABLE ADVERSE IMPACTS

The proposed project would result in significant and unavoidable adverse impacts related to transportation, air quality, and noise, as described below.

## 7.2.1 Transportation and Circulation

The traffic analysis in Section 4.6, "Transportation and Circulation," evaluates traffic impacts anticipated to occur as a result of the proposed project under existing conditions (existing conditions including the existing roadway system with existing traffic volumes) and under Cumulative (2020) conditions (an improved roadway system and increased traffic volumes based on projected regional growth, regional traffic plans, and known transportation system improvement commitments).

With the introduction of traffic from the proposed project, PM peak hour traffic volumes would increase at several signalized study intersections, resulting in a level of service (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 implementation of the Pedestrian District Overlay) which would allow these impacts to be considered less than significant, four 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 (e.g., from LOS D to LOS E). These intersections include:

- ► Yosemite Street/Atlantic Street;
- Orlando Avenue/Marlin Drive/Cirby Way;
- ► Harding Drive/Estates Drive; and
- ► Sunrise Avenue/Eureka Road.

This DEIR recommends mitigation measures that would require the applicant to pay fair-share payments for improvements at these four intersections to improve the LOS to acceptable levels. However, because the remaining funding for the identified improvements has not been identified and implementation of measures to effectively mitigate the impact are uncertain, the impacts are considered to remain significant and unavoidable.

# 7.2.2 AIR QUALITY

As indicated in Section 4.10, "Air Quality," the proposed project would potentially result in sufficient emissions during construction that applicable air quality standards could be violated, or emissions would contribute substantially to an existing or projected air quality violation. Therefore, construction activities associated with development projects in the Plan area would result in maximum unmitigated daily emissions of approximately 420 pounds per day (lb/day) of reactive organic gasses (ROG), 137 lb/day of oxides of nitrogen (NO<sub>X</sub>), and 322

lb/day of particulate matter less than or equal to 10 microns in diameter, or suspended particulate matter ( $PM_{10}$ ). Daily unmitigated emissions of ROG,  $PM_{10}$  would exceed the Placer County Air Pollution Control District's (PCAPCD's) significance threshold of 82 lb/day. Implementation of recommended mitigation would reduce short-term ROG,  $PM_{10}$  emissions from off-road mobile equipment. The fugitive dust measures would prevent dust beyond the project property lines and daily emissions would be reduced to below the PCAPCD's threshold of 82 lb/day. However, the mitigated emissions of ROG and  $PM_{10}$ 0 and  $PM_{10}$ 1 exceed the PCAPCD's threshold of 82 lb/day for these pollutants and would potentially contribute to concentrations that exceed the PCAPCD's are anticipated to Still exceed the PCAPCD's threshold of 82 lb/day for these pollutants and would potentially contribute to concentrations that exceed the PCAPCD or PCAPCD are result, this impact is considered significant and unavoidable.

Because implementation of the proposed project could result in the exposure of sensitive receptors (i.e., residential), especially those within close proximity to the Union Pacific Rail Yard and proposed commercial uses, to toxic air emissions that exceed the significance threshold of 10 in one million for the cancer risk level (see Exhibit 4.10-1), this impact is considered significant. Implementation of the mitigation measures proposed in Section 4.10 (Mitigation Measure 4.10-3) would substantially minimize the exposure of sensitive receptors in the Plan area to toxic air emissions. However, due to the existing conditions in the Plan area, in addition to proposed residential land uses, sensitive receptors would continue to be exposed to levels of toxic air emissions that exceed the significance thresholds stated in Section 4.10, "Air Quality." Therefore this impact would remain significant and unavoidable.

#### **7.2.3** Noise

As indicated in section 4.11, "Noise," it is anticipated that the proposed project would result in significant noise and ground-borne noise and vibration impacts related to construction, traffic, railway operations, and land-use compatibility with on-site noise levels. Because noise generated in the Plan area could expose proposed land uses and existing land uses to levels that exceed the City's standards and result in annoyance and/or sleep disruption to nearby noise-sensitive receptors, this impact is considered significant.

Mitigation measures presented in Section 4.11.4 would be implemented to substantially reduce the exposure of sensitive receptors to significant noise and ground-borne noise and vibration associated with short-term construction, traffic, and railway operations and land-use compatibility. Implementation of these measures would likely be effective in reducing interior noise levels of future and existing development in the Plan area to less-than-significant levels. However, the potential for noise associated with the railyard to exceed the General Plan standards for exterior noise would remain even after implementation of measures aimed at substantially reducing the exposure of sensitive receptors to excessive roadway traffic noise levels (see Mitigation Measure 4.11-4). As a result, this impact would remain significant and unavoidable.

#### 7.2.4 CULTURAL RESOURCES

As indicated in section 4.7, "Cultural Resources", the proposed project would potentially result in the demolition of the historic-era building located at 316 Vernon Street. This building was determined potentially eligible for CRHR listing and, as such, is considered a historical resource for the purposes of CEQA. A substantial adverse change to cultural resources (as defined in State CEQA Guidelines Section 15064.5) is a substantial adverse change that includes physical demolition, destruction, relocation, or alteration of the resource such that the significance of the resource would be materially impaired.

Implementation of Mitigation Measure 4.7-1 would eliminate one adverse impact of demolition (i.e., loss of historic information); however, the mitigation measure would not prevent the physical loss of a historically significant resource. Demolition of a historical resource would be a significant adverse change and, therefore, is considered a significant and unavoidable impact.