

---

---

## CHAPTER 2

### EXECUTIVE SUMMARY

---

---

## CHAPTER 2 EXECUTIVE SUMMARY

### 2.1 PROJECT LOCATION

The proposed Fiddymment Ranch Specific Plan Amendment (SPA) 3 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: 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 Regional Map* and *Figure 3-2 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 ±805 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 1,017 residential units had been constructed in Fiddymment Ranch Phases 1 and 2. No work has been initiated on the Phase 3 portion of the development. Since the time that the Notice of Preparation was circulated, additional homes and the Fiddymment Farm Elementary School have been completed.

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 SPA 3 project.

- ❖ 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 2013 - 2021 Housing Element of the General Plan by increasing the amount of High Density Residential dwelling units.
- ❖ Aid the City in meeting the Sacramento Area Council of Governments (SACOG) Blueprint Preferred Growth scenario, the City's Blueprint Implementation Strategies, and the SACOG Sustainable Communities Strategy 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, Holt Parkway and Crawford Parkway, 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 1,661 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 and preservation of one residence that existed at the time of WRSP approval. Under the proposed Fiddymment Ranch SPA 3 project, buildout of the Fiddymment Ranch area would accommodate up to a total of 5,869 residential units.

More specifically, the proposed project would make the following changes in land use allocations, as indicated in the summary of land use and parcel size changes presented in *Table 3.1* and shown in *Figure 3-6 Specific Plan Amendment* and *Figure 3-7 General Plan Amendment*. The data in those exhibits is based on gross parcel sizes:

- ❖ decrease the acreage allocated to Low Density Residential by 89.36 acres and decrease the acreage allocated to Low Density Residential (Pocket Parks) land uses by 7.13 acres,
- ❖ add 55.72 acres of Medium Density Residential land uses
- ❖ add 18.86 acres of High Density Residential land uses
- ❖ add 7.3 acres of Community Commercial land uses
- ❖ increase the acreage allocated to Parks and Recreation by 2.96 acres
- ❖ decrease the acreage allocated to Open Space by 0.07 acres
- ❖ decrease the acreage allocated to Open Space (Paseo) by 0.04 acres
- ❖ increase Public/Quasi-Public acreage by 1.89 acres and
- ❖ increase the acreage of land dedicated as right-of-way by 10.14 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 472 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 7.3-acre increase in Community Commercial area, the project would provide between 63,598 and 127,195 additional square feet of commercial land uses.

### **Proposed Land Uses**

The proposed Fiddymment Ranch SPA 3 project would affect land use designations and development densities on ±805 acres within the Fiddymment Ranch area of the WRSP. The project proposes to amend the WRSP to allow 1,661 additional residential units and 7.3 additional acres of commercial land uses in the Fiddymment Ranch portion of the specific plan area.

#### ***Residential***

Under the proposed Fiddymment Ranch SPA 3 project the WRSP Fiddymment Ranch portion would support a total of 5,869 residential units on ±906 acres. The proposed average density of all land designated for residential uses is 6.48 units per acre. Residential units are proposed in three density ranges. Of the 5,869 dwelling units in Fiddymment Ranch under the proposed project 55 percent would be LDR, 12.6 percent would be MDR, and 32 percent would be HDR. Based on the City's average household size of 2.61 people, the 1,661 additional units proposed under the Fiddymment Ranch SPA 3 project would support a population of 4,335 people. 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 13.41 acres of pocket parks. The individual pocket park parcels are proposed to range in size between 1 and 1.32 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 7.3 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. As noted above, the proposed 7.3-acre increase in Community Commercial area would accommodate between 63,598 and 127,195 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 546.93 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 several of these parcels. It would also further divide the Open Space (Paseo) parcels, resulting in a total of nine paseo parcels. These changes would result in a total of 549.78 acres intended for parks and open space uses within the Fiddymment Ranch portion of the WRSP, an overall increase of 2.85 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 either a 10:1 or 5:1 ratio. Development of Fiddymment Ranch under the proposed SPA 3 project combined with the park land in the Westpark portion of the WRSP would include a total of 123.49 credited acres of City-Wide parks, 87.52 credited acres of neighborhood parks, and 79.48 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 Holt 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 10.59 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, based on Table 4-1 Land Use Summary of the WRSP, which reflects net parcel sizes after accounting for minor collector streets. This data is slightly more accurate than the data available for the project exhibits Figure 3-6 Specific Plan Amendment and Figure 3-7 General Plan Amendment, resulting in slight variations from the proposed changes in land use allocations listed above.

The information in Table 2.1 is provided for the Fiddymment Ranch development, not the entire WRSP. The acreages allocated to parks and recreation and open space are actual acres, [they do not reflect the 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	848.30	2,660	739.62	3,240
Low Density Residential – Pocket Parks	20.54	n/a	13.43	n/a
Medium Density Residential	17.12	131	69.01	740
High Density Residential	65.12	1,416	83.98	1,888
Community Commercial	38.48	n/a	45.78	n/a
Public/Quasi-Public	74.64	n/a	76.53	n/a
Parks and Recreation	200.03	n/a	202.99	n/a
Open Space	340.19	n/a	340.2	n/a
Open Space (Paseo)	6.71	n/a	6.67	n/a
Roadway Rights-of-Way	66.39	n/a	99.39	n/a
<b>Totals</b>	<b>1,677.52</b>	<b>4,207</b>	<b>1677.52</b>	<b>5,868</b>

Source: City of Roseville 2004

Note: In addition to these planned land uses, one residential unit existed in the Fiddymment Ranch area at the time of WRSP approval. That unit will be preserved onsite, resulting in a total unit count at buildout of 4,208 under the approved land uses or 5,869 under the proposed land uses.

## Circulation

The proposed Fiddymment Ranch SPA 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.

Holt Parkway would be constructed through Phases 2 and 3 and would extend westerly into the Creekview Specific Plan area. 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/ Holt Parkway: all-way stop-control
- ❖ Fiddymment Road/ Holt Parkway: two-way stop control (stop signs on Holt Parkway)
- ❖ Hayden Parkway/ Crawford Parkway: all way stop control
- ❖ Fiddymment Road/ Crawford Parkway: signal
- ❖ Street One/ Holt Parkway: two-way stop control (stop signs on Street One)
- ❖ Street One/ Crawford Parkway: two-way stop control (stop signs on Street One)
- ❖ Street Two/ Holt Parkway: roundabout
- ❖ Street Two/ Crawford Parkway: roundabout
- ❖ Street Three/ Holt Parkway: roundabout
- ❖ Street Three/ 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 **CHAPTER 9 PUBLIC UTILITIES** and **CHAPTER 10 PUBLIC SERVICES** of this Recirculated 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 SPA 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 program;
- ❖ 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

Three 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 SPA 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 SPA 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 1,329 residential units, compared to the proposed increase of 1,661 units. The Conceptual Land Use Plan would remain the same as proposed; densities within each parcel would be reduced.

## 2.7 INTENDED USES OF THIS RECIRCULATED DRAFT SUBSEQUENT EIR

The Recirculated Draft Subsequent 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 SPA 3 Recirculated Draft Subsequent EIR provides an assessment of environmental impacts associated with construction and operation of the Fiddymment Ranch development proposed under the SPA 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](http://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**

<b>Required Permit</b>	<b>Responsible Agency</b>
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
<b>Previously Issued Permits for which Modifications May be Required During Improvement Design</b>	
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 and 3 to accurately reflect the proposed land use plan.

Development Agreement Amendment To adjust the terms to which the City and the developer 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 Fiddyment 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 Fiddyment 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. The following abbreviations are used in *Table 2.3*:

LTS	Less Than Significant
NI	No Impact
PS	Potentially Significant
S	Significant
SU	Significant and Unavoidable

**Table 2.3  
Impact Summary Table**

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
<b>Land Use</b>			
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
<b>Transportation and Circulation</b>			
Impact 5.1: Increased Traffic Volumes Through City of Roseville Intersections Under Existing Plus Project Conditions	S	<p><b>Mitigation Measure 5.1a:</b> 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"> <li>◆ Blue Oaks Boulevard and Foothills Boulevard; and</li> <li>◆ Baseline Road and Fiddymment Road.</li> </ul>	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 through Intersections Within the City of Rocklin under Existing Plus Project Conditions	S	None	SU
Impact 5.5: Increased Traffic Volumes through Intersections Within Placer County under Existing Plus Project Conditions	S	<p><b>Mitigation Measure 5.5a:</b> The City of Roseville shall negotiate in good faith to enter into fair and reasonable arrangements with Placer 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</p>	SU

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
		approval within the area affected by the proposed Fiddymment Ranch Specific Plan Amendment 3 project. The fair share funding shall cover the following improvements in Placer County: <ul style="list-style-type: none"> <li>◆ Walerga Road at PFE Road – construct second northbound and southbound through lanes</li> </ul>	
Impact 5.6: Increased Traffic Volumes on Roadways Within Placer County under Existing Plus Project Conditions	S	<b>Mitigation Measure 5.6a:</b> The City of Roseville shall negotiate in good faith to enter into fair and reasonable arrangements with Placer 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 improvements in Placer County: <ul style="list-style-type: none"> <li>◆ Walerga Road south of Baseline Road – construct additional northbound and southbound through lanes.</li> </ul>	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	<b>Mitigation Measure 5.8a:</b> 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 improvements in Sacramento County: <ul style="list-style-type: none"> <li>◆ Watt Avenue south of Elverta Road – construct third northbound and southbound through lanes</li> </ul>	SU
Impact 5.9: Increased Traffic Volumes through Intersections Within Sutter County Under Existing Plus Project Conditions	S	<b>Mitigation Measure 5.9a:</b> The City of Roseville shall negotiate in good faith to enter into fair and reasonable arrangements with Sutter 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	SU

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
		the following improvements in Sutter County: <ul style="list-style-type: none"> <li>◆ Riego Road and Pleasant Grove North – construct separate eastbound and westbound turn lanes; and</li> <li>◆ Riego Road and Pleasant Grove South – construct separate eastbound and westbound turn lanes.</li> </ul>	
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	LTS	None	LTS
Impact 5.12: Increased Traffic Volumes on State Highways Under Existing Plus Project Conditions	S	<b>Mitigation Measure 5.12a:</b> The City of Roseville shall negotiate in good faith to enter into fair and reasonable arrangements with Caltrans 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 SPA 3 project to provide for the construction of interchange improvements along SR 65 consistent with the Mitigation Fee Act (Government Code, § 66000 et seq.).	SU
Impact 5.13: Increased Traffic Volumes through City of Roseville Intersections under 2025 CIP Plus Project Conditions	S	<b>Mitigation Measure 5.13a:</b> The City of Roseville shall modify the City's Capital Improvement Program to include the following improvements, 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 these improvements: <ul style="list-style-type: none"> <li>◆ Junction Boulevard &amp; Country Club Drive – Construction of an exclusive northbound right turn lane;</li> <li>◆ Woodcreek Oaks Boulevard &amp; Baseline Road - Construction of double southbound left turn lanes;</li> <li>◆ Fiddymment Road &amp; Westhills Drive - Construction of double southbound left turn lanes and construction of double northbound left turn lanes;</li> <li>◆ Washington Boulevard &amp; Sawtell/Derek Place - Construction of a southbound left turn lane</li> </ul>	SU

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
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 at State Highway Interchanges under 2025 CIP Plus Project Conditions	LTS	None	LTS
Impact 5.17: Increased Traffic Volumes on State Highways under 2025 CIP Plus Project Conditions	S	<b>Mitigation Measure 5.17a:</b> 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 5.12a</i> .	SU
<b>Noise</b>			
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	<b>Mitigation Measure 6.2a:</b> Future residential development adjacent to Fiddymment Road, Blue Oaks Boulevard, Hayden Parkway, Crawford Parkway, and Holt Parkway shall include a property line sound wall to reduce traffic noise levels in compliance with the 60 dB L <sub>dn</sub> 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, Crawford Parkway, and 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	LTS

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
		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 <sub>dn</sub> 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
<b>Air Quality</b>			
Impact 7.1: Generate Construction Related Emissions That Conflict with the Air Quality Plan or Violate Air Quality Standards	S	<p><b>Mitigation Measure 7.1a:</b> 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 Placer County APCD prior to any ground disturbance. This plan shall address the minimum Administrative Requirements found in Section 400 of District Rule 228, Fugitive Dust (<a href="http://www.placer.ca.gov/airpollution/airpolut.htm">www.placer.ca.gov/airpollution/airpolut.htm</a>). Specific required components of the dust control plan include the following:</p> <ul style="list-style-type: none"> <li>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 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.</li> <li>B. Cover all trucks delivering or exporting soil, sand, or other loose materials or ensure that all trucks hauling such materials maintain at least two feet of freeboard.</li> <li>C. Suspend grading operations when wind is sufficient to generate visible dust clouds, generally when wind speeds are greater than 20 miles per hour (mph) average during an hour.</li> <li>D. Pave, use gravel cover, or spray a dust control agent on all haul</li> </ul>	SU

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
		<p>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"> <li>▪ Apply soil stabilizers or commence reestablishing ground cover to construction areas within 96 hours of completing grading activities;</li> <li>▪ 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.</li> </ul> <p><b>Mitigation Measure 7.1b:</b> 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. The construction timeline shall demonstrate that between May</p>	

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
		<p>and October, the number of vehicles and equipment operating at the same time is minimized.</p> <p>Each prime contractor for future construction projects within the proposed Fiddymment Ranch Specific Plan Amendment 3 project shall also 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. <u>To verify that the required reduction has been achieved, the project applicant or prime contractor shall complete the Sacramento Metropolitan Air Quality Management District's Construction Mitigation Calculator, which shall be submitted to Placer County APCD for review and verification. The Construction Mitigation Calculator is available at the Sacramento Metropolitan Air Quality Management District's website: <a href="http://www.airquality.org/ceqa/mitigation.shtml#construction">http://www.airquality.org/ceqa/mitigation.shtml#construction</a></u></p> <p><del><b>Mitigation Measure 7.1c:</b> Architectural coatings applied to newly constructed buildings shall be a low-VOC coating. Coating for residential interiors must have a maximum VOC content of 50 grams per liter (g/l) while coating for residential exteriors must have a maximum VOC content of 100 g/l.</del></p>	
Impact 7.2: Generate Emissions During Project Operation That Conflict with the Air Quality Plan or Violate Air Quality Standards	S	<p><b>Mitigation Measure 7.2a:</b> 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"> <li>A. Install only natural gas hookups in all new fireplaces. Wood-burning or pellet appliances shall not be permitted in any new dwelling units. Natural gas or propane burning appliances shall be clearly delineated on floor plans submitted with a Building Permit application.</li> <li>B. Install a natural gas outlet in the backyard of all new residences for</li> </ul>	SU

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
		<p>gas-burning barbecues.</p> <p>C. Install low-NOx hot water heaters per Placer County APCD Rule 246.</p> <p>D. Use air conditioning units with an Ozone Destruction Catalyst.</p> <p>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.</p> <p>F. Install Class I bicycle lockers along with bike racks in commercial sites.</p> <p>G. Include high-efficiency heating and other appliances, such as water heaters, cooking equipment, refrigerators, furnaces, and boiler units.</p> <p>H. Include energy-efficient window glazing, wall insulation, and efficient ventilation methods on all new residential units.</p> <p><b>Mitigation Measure 7.2b:</b> Prior to <a href="#">issuance of building permits/Improvement Plan approval</a>, the project applicant shall implement one or more of the following mitigation strategies. The mitigation shall be sufficient to offset the amount of summertime project operation emissions of ROG and NOx <a href="#">from one ozone season</a> that exceed 10 pounds per day. The estimated amount that the mitigation must be sufficient to offset is <del>348.19</del> <del>374.02</del> pounds per day of ROG and 147.89 pounds per day of NOx, a total of <del>496.08</del> <del>521.91</del> pounds per day for a 182-day period (summer days).</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 Control District Offsite Mitigation Program by paying the equivalent amount of money, which is equal to the project’s contribution of pollutants (ROG and NOx) in excess of the cumulative threshold of 10 pounds per day during summertime. The payment shall be based on the</p>	

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
		established fee of \$17,080 per ton and shall be calculated based on a single year of summertime emissions (182-days). The actual amount to be paid shall be determined, and satisfied <a href="#">per-pursuant to current California Air Resource Board guidelines</a> , at the time of <a href="#">Improvement Plan approval/building permit issuance</a> .	
Impact 7.3: Generate Substantial Carbon Monoxide Concentrations at Local Intersections	LTS	None	LTS
<b>Climate Change</b>			
Impact 8.1: Generate a Substantial Contribution to GHG Emissions that Conflict with an Applicable Plan or Policy	S	<p><b>Mitigation Measure 8.1a:</b> Greenhouse gas emissions within the project area shall be reduced by including energy and water efficiency features and designs in each residential unit. All residential units within LDR areas of the Fiddymment Ranch Specific Plan Amendment 3 project site shall achieve a BuildItGreen score of 101; all residential units within MDR areas of the Fiddymment Ranch Specific Plan Amendment 3 project site shall achieve a BuildItGreen score of 97; and all residential units within HDR areas of the Fiddymment Ranch Specific Plan Amendment 3 project site shall achieve a BuildItGreen score of 105.</p> <p><b>Mitigation Measure 8.1b:</b> Each future applicant for tentative map approval shall demonstrate compliance with the proposed Water Conservation Plan for the Fiddymment Ranch SPA 3 project.</p>	LTS
Impact 8.2: Be Affected by Climate Change Effects	LTS	None	LTS
<b>Public Utilities – Potable Water Supply</b>			
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

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
<b>Public Utilities – Wastewater Conveyance and Treatment</b>			
Impact 9B.1: Impair Water Quality as a Result of Increased Wastewater Discharges	LTS	None	LTS
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	<b>Mitigation Measure 9B.3a:</b> 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 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 E6 of this Recirculated Draft Subsequent EIR and all water quality and aquatic resource mitigation measures applicable to this project as listed in Table 9B-1 of this EIR.	LTS
<b>Public Utilities – Recycled Water</b>			
Impact 9C.1: Require Construction or Expansion of Recycled Water Distribution and Storage Facilities	LTS	None	LTS
<b>Public Services</b>			
Impact 10. 1: Increase Demands for Fire Protection; Require Construction of New or	LTS	None	LTS

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
Expanded Fire Protection Facilities			
Impact 10.2: Increase Demands for Police Protection; Require Construction of New or Expanded Police Protection Facilities	LTS	None	LTS
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
<b>Cumulative Impacts</b>			
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	LTS	None	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	Significance Before Mitigation	Mitigation	Significance After Mitigation
Impact 11.8: Increased Traffic Volumes on State Highways Under 2025 Cumulative Plus Project Conditions	S	<b>Mitigation Measure 11.8a:</b> 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 11.9: Contribute to Cumulative Increases in Noise Levels	PS	<b>Mitigation Measure 11.9a:</b> Future residential development adjacent to Fiddymment Road, Blue Oaks Boulevard, Hayden Parkway, Crawford Parkway, and Holt Parkway shall include a property line sound wall to reduce traffic noise levels in compliance with the 60 dB L <sub>dn</sub> 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, Crawford Parkway, and 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 <sub>dn</sub> exterior noise level standard at the outdoor activity areas. <i>(This measure is the same as Mitigation Measure 6.2a.)</i>	LTS
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	<b>Mitigation Measure 11.10a:</b> Prior to <a href="#">issuance of building permits/Improvement Plan approval</a> , 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 <a href="#">from one ozone season</a> above 10 pounds per day. The estimated amount that the mitigation must be sufficient to offset is <a href="#">374.02348.19</a> pounds per day of ROG and 147.89 pounds per day of NOX, a total of <a href="#">524.91496.08</a> pounds per day for a 182-day	SU

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
		<p>period (summer days).</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 Control District Offsite Mitigation Program by paying the equivalent amount of money, which is equal to the project’s contribution of pollutants (ROG and NOX) in excess of the cumulative threshold of 10 pounds per day during summertime. The payment shall be based on the established fee of \$17,080 per ton and shall be calculated based on a single year of summertime emissions (182-days). The actual amount to be paid shall be determined, and satisfied <u>per-pursuant to</u> current California Air Resource Board guidelines, at the time of <u>Improvement Plan approval/building permit issuance</u>. (This measure is the same as Mitigation Measure 7.2b.)</p>	
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 11.15: Contribute to Cumulative Increases in Demands for Public Services	LTS	None	LTS

*This page intentionally left blank.*