2.1 Background

In 1996, the City approved a comprehensive Master Plan, Environmental Impact Report (EIR), and Development Agreement that were intended to guide development for build-out of the ±498-acre HP campus. The Master Plan and Development Agreement provided vested entitlements for an additional 2,303,000 square feet (s.f.) of industrial and commercial land uses on the remaining ±298 acres of the property, and created a 46-acre open space area for purposes of preservation and creation of on-site vernal pool habitat. Under the approved 1996 Master Plan, the entitlements for the ±498-acre property provide for construction of 4,239,000 s.f. over an estimated 25-year build-out. Utilities (capacity and distribution) and roadways throughout the City have been designed and built through the Capital Improvement Program to accommodate buildout of the HP Master Plan.

The 1996 EIR evaluated the environmental impacts resulting from buildout of the 1996 Master Plan. The purpose of the current Draft Subsequent EIR (DSEIR) is to evaluate the proposed mixed-use project for possible environmental impacts and to compare the impacts of the proposed project to those previously analyzed in the 1996 EIR. The DSEIR assumes buildout of the Master Plan as the baseline condition. That is, should the project not be approved, the existing entitlement granted by the Master Plan would remain in effect. The DSEIR restates the findings of the 1996 EIR within each impact area and indicates where conclusions or residual significance levels have changed as a result of the project or changes in conditions surrounding the project site.

2.2 Impact Summary

The DSEIR contains a comprehensive analysis of each impact area and identifies the potentially significant impacts, proposed mitigation measures to reduce those impacts to less than significant levels, and impacts that remain significant and unavoidable with implementation of feasible mitigation.

The CEQA Guidelines (Section 15126.2(b)) require that an EIR describe any significant impacts that cannot be avoided or minimized to a less than significant level with the implementation of feasible mitigation measures. The significant environmental impacts of this project are discussed in detail in Chapters 4 through 15 of the DSEIR. Mitigation measures have been identified for all of the significant impacts that are sufficient to reduce most of the impacts to a less than significant level. Even with implementation of all feasible mitigation measures, seven (7) impacts remain Significant and Unavoidable, as noted in the chapter summaries below.

The following discussion summarizes by chapter the impact areas that have been deemed significant. A summary of the mitigation measures necessary to reduce these impacts to a less than significant level is also provided. Please refer to the Draft Subsequent EIR (Exhibit A) for more detailed analysis of each impact area and discussion of impacts that have been determined to be less than significant.

- ***Chapter 4 – Land Use***

Impact	Significance Level	Mitigation Measures*	Residual Significance
4.4 - Consistency with City Plans and Policies	Potentially Significant	• As identified in other chapters.	Less than Significant

* NOTE: Mitigation measures are paraphrased from DSEIR.

- ***Chapter 5 – Population, Employment and Housing***
  - No significant impacts identified.

- ***Chapter 6 – Biological Resources***

Impact	Significance Level	Mitigation Measures	Residual Significance
6.1 – Impacts to Biological Communities	Potentially Significant	• Protect open space and creek during construction	Less than Significant
6.3 – Impacts to Wildlife	Potentially Significant	• Protect open space and creek during construction	Less than Significant
6.4 – Impacts to Special Species	Significant	• Protect open space and creek during construction; conduct pre-construction raptor survey; provide replacement for loss of Swainson's hawk foraging habitat.	**Significant and Unavoidable**
6.5 – Impacts to Waters of the United States	Potentially Significant	• Protect open space and creek during construction; minimize erosion, sedimentation, and drainage into wetlands; no net loss of wetlands (compensate for loss).	Less than Significant

- ***Chapter 7 – Cultural Resources***

Impact	Significance Level	Mitigation Measures	Residual Significance
7.2 – Loss or Degradation of Undiscovered Cultural Resources	Potentially Significant	• Halt work and consult a qualified archaeologist if resources are uncovered; halt work and follow identified procedures if human remains are uncovered.	Less than Significant
7.3 – Directly or Indirectly Destroy a Unique Paleontological Resource	Potentially Significant	• Monitor for potential fossil recovery opportunities.	Less than Significant

- ***Chapter 8 - Visual Resources***

Impact	Significance Level	Mitigation Measures	Residual Significance
8.3 – Create a New Source of Substantial light or Glare	Potentially Significant	• Incorporate building orientation and materials that minimize glare.	Less than Significant

- ***Chapter 9 - Transportation and Circulation***

Impact	Significance Level	Mitigation Measures	Residual Significance
9.1 – Increase Traffic Volumes on City of Roseville Roadways Under Existing Conditions	Potentially Significant	• Implement intersection improvements identified in the City's current Capital Improvement Program (CIP)	Less than Significant
9.2 – Increase Demand for Transit within the City of Roseville	Potentially Significant	• Make fair share contribution to transit plan updates to ensure that transit facilities and access are provided to the residents and employees within the site.	Less than Significant
9.6 – Increase Traffic Volumes on City of Roseville Roadways under 2020 CIP Conditions	Significant	• Modify City's CIP to provide fourth westbound through lane on Blue Oaks Boulevard from Foothills Boulevard through the new intersection at "HP East Roadway." Project to pay fair share contribution toward City's CIP.	Less than Significant
9.7 – Increase Traffic Volumes on Federal / State Facilities under 2020 CIP Conditions	Significant	• Contribute project's fair-share costs of the construction of transportation facilities and / or improvements.	**Significant and Unavoidable**
9.10 – Increase Traffic Volumes on City of Roseville Roadways under Cumulative Conditions	Significant	• Modify City's CIP to provide fourth westbound through lane on Blue Oaks Boulevard at Woodcreek Oaks Boulevard and pay fair-share contribution toward City's CIP. • Modify City's CIP to provide third northbound through lane on Foothills	**Significant and Unavoidable**

		Boulevard at Blue Oaks Boulevard and pay fair-share contribution toward City's CIP. • Modify City's CIP to provide eastbound dual lefts, and shared through / right and westbound separate left, through, and right lanes at Harding Boulevard / Wills Road. Pay fair-share contribution toward CIP. • Modify City's CIP to provide northbound dual lefts, dual through, and shared through / right at the intersection of Sunrise Ave / Lead Hill Blvd. Pay fair-share contribution toward CIP.	
9.11 – Increase Traffic Volumes on Federal / State Facilities under Cumulative Conditions	Significant	• Contribute project's fair-share costs of construction of transportation facilities if fee program adopted by City and Caltrans.	**Significant and Unavoidable**

➢ *Chapter 10 - Air Quality*

Impact	**Significance Level**	**Mitigation Measures**	**Residual Significance**
10.1 – Conflict with implementation of the Applicable Air Quality Plan, or Violate (or Contribute to a Violation of) any Air Quality Standard During Construction	Potentially Significant	• Submit a comprehensive inventory of heavy-duty off road equipment. • Retain an Environmental Coordinator to conduct emission inspections. • No open burning of vegetation. • Submit Dust and Emission Control Plan • Maintain construction equipment • Operation restrictions on Spare the Air days. • Limit idling to no more than 10 minutes. • Use California diesel fuel. • Use existing power sources or obtain permit for generators.	Less than Significant
10.2 – Conflict with Implementation of the Applicable Air Quality Plan or Violate (or Contribute to a Violation of) and Air Quality Standard at Buildout	Potentially Significant	• Low VOC architectural coatings. • Use low nitrogen oxide water heaters. • Install outlets to promote use of electric landscape equipment. • Install natural gas outlets for outdoor cooking appliances. • Equip HVAC units with PremAir. • Restrictions on wood-burning devices. • Prohibit wood-burning fireplaces in multi-family dwelling units. • Implement off-site mitigation program.	**Significant and Unavoidable**
10.4 – Result in a cumulatively considerable long-term increase of any criteria pollutant for which the project region is a non-attainment area (operational emissions)	Potentially Significant	• Off-site mitigation program / offset fees to Placer County APCD. • Implement mitigation measures identified in Impact 10.2.	**Significant and Unavoidable**

- ***Chapter 11 – Noise***

Impact	Significance Level	Mitigation Measures	Residual Significance
11.1 – Construction noise exceeding established noise standards	Potentially Significant	• Implement construction noise attenuation plan.	Less than Significant
11.2 – Future vehicle traffic noise exceeding established noise standards	Significant	• Implement construction standards/methods to reduce interior noise levels (e.g., STC-rated windows)	Less than Significant
11.5 – Future commercial center and business professional noise sources exceeding established noise standards	Potentially Significant	• Design standards for heating, ventilation, and air conditioning (HVAC) equipment. • Design of commercial and business professional must comply with noise standards.	Less than Significant
11.6 – Future public facility noise sources exceeding established noise standards	Potentially Significant	• Public well pump noise standards.	Less than Significant

- ***Chapter 12 – Geology, Soils, and Seismicity***
  - No significant impacts identified.

- ***Chapter 13 – Hydrology and Water Quality***
  - No significant impacts identified.

- ***Chapter 14 – Public Services and Utilities***
  - No significant impacts identified

- ***Chapter 15 – Hazardous Materials and Hazards***
  - No significant impacts identified

2.3 Summary of Significant and Unavoidable Environmental Impacts

The HP/JMC Rezone Project Draft SEIR identified the following significant and unavoidable impacts:

- **Impact 6.4**: Impacts to special status species *(previously identified in the 1996 HP EIR).*
- **Impact 9.4**: Increase traffic volumes on Federal / State facilities under existing conditions.
- **Impact 9.7**: Increase traffic volumes on Federal / State facilities under 2020 CIP conditions.
- **Impact 9.10:** Increase traffic volumes on City of Roseville roadways under cumulative conditions.
- **Impact 9.11:** Increase traffic volumes on Federal / State facilities under cumulative conditions.
- **Impact 10.2:** Conflict with implementation of the applicable air quality plan or violate (or contribute to a violation of) air quality standard at buildout *(previously identified in the 1996 HP EIR).*
- **Impact 10.4:** Result in a cumulatively considerable long-term increase of any criteria pollutant for which the project region is a non-attainment area (operational emissions) *(previously identified in the 1996 HP EIR).*

2.4 Alternatives Summary

- ***No Project Alternative (#1):*** The project site is currently subject to an approved master plan and development agreement that entitles the property to develop with up to 4.2 million square feet of light industrial / office space. Should the proposed project not be approved, it is expected that development on the project site consistent with the approved HP Master Plan would occur. Therefore, the "no project" alternative assumes that the industrial entitlements granted with the HP Master Plan would be built out.

- ***Reduced Development (#2):*** The reduced development alternative assumes a reduction in development by approximately 20% for all project components. For example, instead of 1,920 residential units, there would be 1,536 residential units. The same reduction would be applied to commercial, light industrial, and business professional square footage.

  The DSEIR analysis identifies Alternative #2 as the "environmentally superior alternative" (as required by CEQA); however, note that Alternative #2 results in more intersection Level of Service impacts than the proposed project. Alternative #2 also reduces the number of residential units within the project. This is in conflict with Project Objective #1 of providing a mixed-use community consistent with the SACOG Regional Blueprint, and #2 of providing approximately 1,920 dwelling units. Implementation of Alternative #2 would reduce the residential density of the project below the City's target density of 12 units per net acre (as identified in the City's Blueprint Implementation Strategies).

- ***Higher Density / Compact Development (Reduced Footprint) (#3):*** The "reduced footprint" scenario would maintain the same number of residential units and commercial, light industrial, and business square footage, but with a reduced project footprint. This alternative would maintain the same project intensity, but reduce the physical footprint of the project in an effort to preserve more open space. In order to accommodate the reduced footprint scenario, the low and medium density product types would need to be eliminated, which is in conflict with Project Objective #2 of providing a range of attached and detached housing types at different price ranges.

- ***Offsite Alternative (#4):*** The offsite alternative assumes development of the project in another location. In summary, the impacts from implementation of this alternative would be greater than the proposed project since it would not prohibit buildout of the existing HP Master Plan entitlements. The development of the project in an offsite location would be combined with buildout of the HP Master Plan. This alternative was considered the least environmentally superior alternative.

2.5 Cumulative Analysis

In addition to the proposed project impacts, the HP/JMC Rezone Project combined with other existing and reasonably foreseeable projects in the region, will contribute to significant and unavoidable cumulative impacts. The Draft EIR identified the following cumulative impacts and identifies where the cumulative impacts were already considered with the 1996 HP Master Plan EIR as follows:

- Impacts on biological resources *(previously identified in the 1996 HP EIR).*
- Increased traffic on City of Roseville roadways *(previously identified in the 1996 HP EIR).*
- Increased traffic on Federal / State facilities.
- Increased air pollutants from vehicular traffic, construction and operations *(previously identified in the 1996 HP EIR).*
- Impacts on hydrology and water quality *(previously identified in the 1996 HP EIR).*
- Increased generation of solid waste / landfill capacity.
- Public services (Library services) *(previously identified in the 1996 HP EIR).*