

1.0 Introduction

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1.1 BACKGROUND AND PURPOSE

The City of Roseville Transportation System Capital Improvements Program (CIP) identifies the various improvements needed to serve the future transportation demands on the City's roadway system through 2020. The CIP is periodically updated to respond to changing conditions and to ensure the development of an adequate transportation system, consistent with the City's level of service (LOS) policy.

Pursuant to the California Environmental Quality Act (CEQA) Guidelines Section 15050, the City of Roseville is the lead agency responsible for preparing a Subsequent Environmental Impact Report (EIR) for the update to the City's current 2020 Transportation System CIP.

Previous EIRs prepared for the City's CIP include the 2015 CIP EIR, certified in 2000, and the 2020 CIP Supplemental EIR, certified in 2002 (2002 Supplemental EIR). The 2015 CIP EIR evaluated a revised set of roadway and intersection improvements and amendments to the City's General Plan LOS policy. The 2002 Supplemental EIR was prepared based on the determination that land use absorption in the City was occurring more quickly than previously anticipated. The 2002 Supplemental EIR specifically addressed (1) an expanded list of intersections that required modification from 2015 levels to citywide buildout levels, and (2) an amendment to the General Plan to modify the City's LOS policy to maintain a LOS C standard at a minimum of 70 percent of all signalized intersections and roadway segments in the City during the p.m. peak hour. These two previous EIRs are available for public review at the City of Roseville Permit Center, 311 Vernon Street, Roseville. Modifications to the 2020 CIP since preparation of the 2002 Supplemental EIR have also occurred as a result of subsequent individual City projects.

Since the 2002 Supplemental EIR for the 2020 CIP was published, the City has determined that a Subsequent EIR should be prepared to update the 2020 CIP, based on revised citywide buildout conditions and the use of an updated traffic model.

1.2 SCOPE OF THE SUBSEQUENT EIR

A Notice of Preparation (NOP) for this Draft Subsequent EIR was prepared for the project and distributed for a 30-day review period on June 16, 2006. Copies of the NOP and comment letters received are included in Appendices A and B, respectively. An Initial Study and Environmental Checklist were prepared to evaluate potential environmental impacts of proposed project. The findings of the Initial Study are provided in Appendix C.

This Draft Subsequent EIR evaluates the physical effects of the proposed project for specific resource areas where potentially significant impacts were identified in the Initial Study. These resource areas include Transportation and Circulation, Air Quality, Noise, Biological Resources, and Cultural Resources. The evaluation of effects of the proposed project on these resource areas is presented in Sections 4.1 through 4.5 of Chapter 4, Environmental Analysis. Each section is divided into five parts: Introduction, Environmental Setting, Regulatory Setting, Impacts, and Mitigation Measures. In addition to these discussions in each section, those impacts that cannot be mitigated

to a less than significant level (and are therefore considered significant unavoidable adverse impacts) are identified separately in Chapter 5, Other CEQA Considerations.

Other CEQA-related issues, such as cumulative impacts and the potential for growth resulting from implementation of the proposed project, are analyzed in Chapter 5. In addition, two alternatives (Alternative 1: No Project/No Action Alternative and Alternative 2: Cumulative Plus Project with Placer Parkway and Caltrans Improvements) are analyzed in this Draft Subsequent EIR. These alternatives are discussed in Chapter 6, Project Alternatives.

This Draft Subsequent EIR will focus on any potential new significant impacts and/or increases in severity of impacts from those previously identified in the City's 2000 EIR, prepared for the 2015 CIP Update, and the 2002 Supplemental EIR, prepared for the 2020 CIP.

1.3 CEQA PROCESS

CEQA (Public Resources Code Section 21000 *et seq.*) is one of California's most important environmental laws. It requires state and local agencies to disclose and consider the environmental implications of their actions. It further requires agencies to avoid environmental impacts when such avoidance is feasible. In furtherance of these goals, six objectives are identified:

- Disclose to decision makers and the public the significant environmental effects of proposed activities;
- Identify ways to avoid or reduce environmental damage;
- Prevent environmental damage by requiring implementation of feasible alternatives or mitigation measures;
- Disclose to the public reasons for agency approvals of projects with significant environmental effects;
- Foster interagency coordination; and
- Enhance public participation.

The CEQA procedures are guided by the legislative intent to have public participation to the greatest extent possible. The state legislature also intended that decision makers be able to make informed decisions based on substantial information regarding a "project" and that these decisions be based on a trail of reasoning accessible to the public.

The EIR and its preparation is the method by which information is gathered and organized, impacts assessed, and Mitigation Measures developed. The EIR is prepared by a lead agency (City of Roseville for this EIR); the Draft EIR is then circulated for public review and comment; and a final document with responses to public comments is prepared for consideration by advisory and legislative bodies, in this case the City of Roseville Transportation Commission and City Council.

In addition, the State Resources Agency has adopted regulations, known as the State CEQA Guidelines (Guidelines Section 15000 *et seq.*), to guide agencies in implementing the law. The CEQA Guidelines provide detailed procedures that agencies must follow to implement CEQA,

including the procedures for the preparation of a CEQA document (an EIR for projects that may have significant impacts requiring mitigation measures or a Negative Declaration for projects with no significant impacts).

CEQA is more than merely a “procedural” statute. Substantive provisions of CEQA include provisions requiring agencies to avoid or mitigate significant impacts disclosed in an EIR when feasible.

The City has determined that a Draft Subsequent EIR is the appropriate environmental document for this 2020 CIP Update because it meets certain criteria described in CEQA Guidelines Section 15162, namely:

- Substantial changes have occurred with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvements of new significant environmental effects or a substantial increase in the severity of previously identified significant effects [CEQA Guidelines Section 15162(a)(2)]. These effects are projected to occur outside of the City of Roseville, and include a substantial amount of new development proposals, which would add a considerable amount of traffic on City of Roseville streets; and
- New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, shows that the project will have one or more significant effects not discussed in the previous EIR or negative declaration, and that significant effects previously examined will be substantially more severe than shown in the previous EIR [portion of CEQA Guidelines Section 15162(a)(3)]. These effects are primarily related to localized degraded traffic conditions, identified as a result of updating the base year traffic model conditions from 2001 to 2004 conditions, modification of citywide buildout conditions, and the aforementioned increase in development outside of the City of Roseville.

1.3.1 Environmental Review Process

This Draft Subsequent EIR was issued on February 1, 2007 for a 45-day period of public review and comment by agencies and other interested parties and organizations. The public review period concludes on March 19, 2007. Copies of the Draft Subsequent EIR are available for public review at the City of Roseville Permit Center, 311 Vernon Street, Roseville, California.

A public hearing to receive comments on this Draft Subsequent EIR will be held at the Transportation Commission Meeting on February 20, 2007.

All comments or questions about this Draft Subsequent EIR should be addressed to:

Rob Jensen
City of Roseville Public Works Department
311 Vernon Street
Roseville, CA 95678
(916) 774-5331 Phone
(916) 746-1331 Fax

Following public and agency review, a Final Subsequent EIR will be prepared in response to written comments received during the public review period as well as comments made during the public hearing. The Final Subsequent EIR will be available for public review prior to its consideration by the Roseville City Council. This decision-making body will review and consider the Final Subsequent EIR prior to its decision to approve, revise, or reject the proposed project.

1.3.2 CEQA Compliance for Future Project-Related Approvals

This Subsequent EIR has been prepared to provide both project- and program-level environmental review in accordance with CEQA. Project-level review is provided for the purposes of adopting the new traffic model, adopting the proposed CIP program of transportation improvements, making findings relative to the City's transportation system Level of Service Policy, and updating related traffic mitigation fees. Program, and for some issues project-level review, is provided for the actual CIP improvement projects. The analysis of CIP improvement projects contained in this Subsequent EIR was conducted based on the best available information. It identifies the broad environmental issues and cumulative effects associated with proposed CIP improvements as well as impacts associated with right-of-way expansion. As such, the Transportation and Circulation, Air Quality, and Noise analyses contained in this Subsequent EIR are considered project level. The analysis of Biological and Cultural Resources is considered programmatic at this time. Although programmatic, depending on the details of individual CIP projects, the City may be able to make the finding that this Subsequent EIR provides project-level CEQA compliance for all issue areas for individual CIP improvements, as discussed below.

Prior to implementation of the individual CIP roadway and intersection improvement projects, the City would perform an Initial Study to determine if the improvements would result in new impacts not previously disclosed in this Subsequent EIR. If there are no new impacts and the analysis and Mitigation Measures contained in this Subsequent EIR provide adequate project-level disclosure and mitigation, no further CEQA review would be required and applicable Subsequent EIR Mitigation Measures would be implemented in conjunction with the project. Consistent with State CEQA Guidelines Section 15183, if the Initial Study shows that the project could result in environmental effects that are peculiar, or site-specific, and these effects were not disclosed in this Subsequent EIR but could be mitigated to a less-than-significant level, a Mitigated Negative Declaration would be prepared focusing on the peculiar effects and relying on this Subsequent EIR for disclosure of the broader and cumulative environmental issues. Should the Initial Study show based on substantial evidence that the project, either individually or cumulatively, may have a significant effect on the environment that cannot be mitigated, and such effect(s) were not discussed in this Subsequent EIR, or new information reveals that the effects are greater than described in this Subsequent EIR, an EIR would be required.

At this time the City anticipates that the majority of CIP improvements will be found to be within the scope of this Subsequent EIR.

1.4 CITY OF ROSEVILLE MITIGATING ORDINANCES, GUIDELINES, AND STANDARDS

CEQA Guidelines (Section 15183(f)) allow the use of uniformly applied, previously adopted policies or standards as mitigation for the environmental effects of future projects when those standards have been adopted by the City, with findings based on substantial evidence that the policies or

standards will substantially mitigate environmental effects. The City's Noise Ordinance, Flood Damage Prevention Ordinance, Construction Standards, Improvement Standards, and Tree Ordinance include standards and policies that are uniformly applied to development projects throughout the City. In March 2003, the City adopted Findings of Fact confirming that certain environmental impacts for the following issue areas are mitigated by the uniform application of the above ordinances, guidelines, and standards (Resolution 03-169):

- Noise
- Flooding
- Urban Form/Aesthetics
- Tree Impacts
- Cultural Resources Impacts
- Hazards/Hazardous Materials
- Water Quality
- Drainage
- Traffic

The City's mitigating ordinances, guidelines, and standards are referenced, where applicable, in the Initial Study and Environmental Checklist (Appendix C) as well as in this Draft Subsequent EIR. Because the City has adopted CEQA Findings that these Mitigating Policies and Standards substantially mitigate environmental impacts, no additional project-specific mitigation is required for the specified impacts that these Mitigation Policies and Standards address. For example, loss of protected trees would be mitigated by application of the City of Roseville Tree Ordinance. Impacts not addressed by the City's Mitigating Policies and Standards require specific environmental evaluation, even if they are included in the above list.

1.5 LEVELS OF SIGNIFICANCE

The CEQA Guidelines define a significant effect on the environment as "a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic and aesthetic significance" (CEQA Guidelines, 1998). Definitions of significance vary with the physical conditions affected, and the setting in which the change occurs. The CEQA Guidelines set forth physical impacts that trigger the requirement to make "mandatory findings of significance" (CEQA Guidelines, 1998).

For environmental issues, specific standards of significance are identified. Where the "substantial" effect of an impact is not so identified in the CEQA Guidelines, criteria for evaluating the significance of potential impacts were identified in this Draft Subsequent EIR. Where explicit quantification of significance is identified, such as a violation of an ambient air quality standard, this quantity is used to assess the level of significance of a particular impact in this Draft Subsequent EIR.

For less easily quantifiable impacts, events or occurrences that would be regarded as significant or potentially significant were identified. For example, growth-inducing impacts would be identified as significant if the project results in a level, rate, or character of growth that (among other criteria) exceeds capacity of existing infrastructure and services to adequately support it. A criterion for determining the level of significance of the loss of a particular habitat would be that habitat's importance to rare or endangered species and/or whether the habitat itself has become depleted within the region.

This assessment of levels of significance promotes consistent evaluation of impacts for all alternatives considered.

1.6 ORGANIZATION OF THIS DRAFT SUBSEQUENT EIR

This report includes eight principal chapters, including this Introduction, Executive Summary, Project Description, Environmental Analysis (Settings, Impacts, and Mitigation Measures), Other CEQA Considerations, Project Alternatives, References, and List of Contributors. These chapters are then followed by the Appendices.

The **Executive Summary** presents an overview of the results and conclusions of the environmental evaluation. This summary identifies project impacts and available Mitigation Measures for use by the City in reviewing the individual project components and establishing conditions under which the components may be developed. The Executive Summary is provided in Chapter 2.

The **Project Description** includes a description of the proposed project and specific elements of the project. The Project Description is provided in Chapter 3.

The **Environmental Analysis** includes a topic-by-topic analysis of impacts that would or could result from implementation of the project. The results of field visits, data collection and review, and modeling are presented in the text. The Environmental Analysis is provided in Chapter 4.

Other CEQA Considerations includes a discussion of issues required by CEQA: irreversible environmental changes, cumulative impacts, growth inducement, and unavoidable adverse impacts. Other CEQA considerations are discussed in Chapter 5.

The **Project Alternatives** section includes an assessment of alternative methods for accomplishing the basic objectives of the proposed project. This assessment, required under CEQA, must provide adequate information for decision makers to make a reasonable choice between alternatives based on the environmental aspects of the proposed project and alternatives. The Project Alternatives are discussed in Chapter 6.

References are provided in Chapter 7, and a **List of Preparers** is provided in Chapter 8.

The **Appendices** contain a number of reference items providing support and documentation of the analysis performed for this report.