

2.0 Executive Summary

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2.1. OVERVIEW OF THE PROPOSED PROJECT

The proposed project is an update to the City's current 2020 CIP to reflect revised citywide buildout conditions using an updated traffic model. The proposed project includes the following:

- Updating the City's CIP travel demand model, which includes revisions to the citywide buildout land use assumptions and transportation network;
- Identifying modifications to the current CIP; and
- Documenting changes in levels of service (LOS) at CIP intersections in the City.

The proposed improvements include modifications to 10 intersections and 3 roadway segments that would require widening the affected right-of-way area identified in the current CIP, 17 intersections that would require modification but not widening (i.e., restriping), and 3 intersections and 3 roadway segments where the affected right-of-way identified in the current CIP would be reduced.

This summary provides an overview of the analysis in Chapter 4, Environmental Analysis. This summary also includes discussions of (a) effects found to be less than significant, (b) potential areas of controversy, (c) significant impacts, (d) Mitigation Measures to avoid or reduce identified significant impacts, and (e) unavoidable significant impacts. **Table 2-1** summarizes the analysis contained in Chapter 4, Environmental Analysis. **Table 2-2** provides a comprehensive list of Mitigation Measures to be implemented for the Transportation System CIP (including those identified in the two previous EIRs prepared for the City's Transportation System CIP).

2.2. EFFECTS FOUND TO BE LESS THAN SIGNIFICANT

The City of Roseville released a Notice of Preparation (NOP) for the proposed project on June 16, 2006, for a 30-day public review period. A full copy of the NOP is provided in Appendix A. Comment letters received in response to the NOP are presented in Appendix B. An Initial Study and Environmental Checklist were prepared to evaluate environmental impacts for all resources areas outlined in Appendix G of the CEQA Guidelines. The Initial Study and Environmental Checklist are provided in Appendix C.

The Initial Study and Environmental Checklist determined that **no impacts** would occur from the proposed project in the following areas:

- Agricultural Resources
- Recreation

The Initial Study and Environmental Checklist also determined that **less than significant impacts** would occur from the proposed project in the following areas:

- Aesthetics
- Geology and Soils

- Mineral Resources
- Population and Housing
- Public Services

No mitigation is required for the resource areas where no impacts or less than significant impacts are expected with implementation of the proposed project.

2.3. EFFECTS FOUND TO BE POTENTIALLY SIGNIFICANT

In general, CEQA Guidelines define a significant effect on the environment as “a substantial, or potentially substantial” adverse change in the physical environment. A potential impact is considered significant if a project would substantially degrade the environmental quality of land, air, water, minerals, flora, fauna, ambient noise, and objects of historic and aesthetic significance (CEQA Guidelines, 1998). The Initial Study and Environmental Checklist determined that **potentially significant** impacts would occur from the proposed project in the following areas:

- Air Quality
- Biological Resources
- Cultural Resources
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Transportation and Circulation
- Utilities and Service Systems

Potentially significant impacts related to Hazards and Hazardous Materials, Hydrology and Water Quality, and Utilities and Service Systems would be mitigated to less-than-significant levels with implementation of feasible Mitigation Measures identified in the Initial Study and Environmental Checklist (Appendix C). This Draft Subsequent EIR addresses impacts related to the remaining resource areas: Transportation and Circulation, Air Quality, Noise, Biological Resources, and Cultural Resources. Potentially significant impacts to Land Use were identified through potential noncompliance with the City’s General Plan LOS policy under cumulative conditions only; therefore, this issue is addressed in this Draft Subsequent EIR under Section 5.2.3, Cumulative Impact Assessment. The impacts identified in the Draft Subsequent EIR as well as associated Mitigation Measures are listed in **Table 2-1**. The Mitigation Monitoring and Reporting Program is included as Appendix I.

2.4. ALTERNATIVES TO THE PROPOSED PROJECT

The alternatives to the proposed project analyzed in this Draft Subsequent EIR include the following:

- **Alternative 1, No Project/No Action**, assumes that land use forecasts incorporated into the travel demand model are not revised and only the roadway and intersections improvements identified in the current 2020 CIP are constructed.
- **Alternative 2, Cumulative Plus Project Conditions with Placer Parkway and Caltrans Improvements**, incorporates additional development projects outside the City of Roseville identified under cumulative conditions, plus improvements to the state highway system and construction of Placer Parkway into the travel demand model.

2.5. UNAVOIDABLE ADVERSE EFFECTS

Potential significant impacts were identified for the following areas where no feasible mitigation was identified; therefore, these impacts remain **significant and unavoidable**:

Existing Plus Project Conditions

- Increased traffic on City of Roseville roadways
- Increased traffic on state highways
- Increased traffic on Placer County roadways
- Increased traffic on Sacramento County roadways
- Growth-inducing impacts

2020 Plus Project Conditions

- Increased traffic on City of Roseville's roadways
- Increased traffic on state highways
- Increased traffic on Placer County roadways
- Growth-inducing impacts

2025 Cumulative Plus Project Conditions

- Increased traffic on City of Roseville roadways
- Increased traffic on state highways
- Increased air emissions
- Loss of biological resources
- Growth-inducing impacts

2.6. POTENTIAL AREAS OF CONTROVERSY

Based on responses received on the NOP (see Appendix B), the public scoping meeting held on July 12, 2006, and the public response to the 2020 CIP evaluated in the *Supplement to the City of*

Roseville Capital Improvement Program EIR prepared in 2002 (2002 Supplemental EIR), no known areas of controversy have arisen.

2.7. SUMMARY TABLE

Information in **Table 2-1**, Summary of Impacts and Mitigation Measures, has been organized to correspond with environmental issues discussed in Chapter 4. The summary table is arranged in four columns:

- 1) Environmental impacts (“Impact”)
- 2) Level of significance before mitigation (“Proposed Project Level of Significance Prior to Mitigation”)
- 3) Mitigation Measures (“Mitigation Measure”)
- 4) The level of significance after implementation of Mitigation Measures (“Proposed Project Level of Significance After Mitigation”)

Information in **Table 2-2**, Complete List of Mitigation Measures for the City of Roseville’s CIP, provides a comprehensive list of all Mitigation Measures identified in environmental documents for the previous 2015 and 2020 CIPs as well as the proposed 2020 CIP Update. These environmental documents include the following:

- 2000 EIR prepared for the 2015 CIP
- 2002 Initial Study and Environmental Checklist prepared for the 2020 CIP
- 2002 Supplemental EIR prepared for the 2020 CIP
- 2006 Initial Study prepared for the 2020 CIP Update (Appendix C)
- 2006 Subsequent EIR prepared for the 2020 CIP Update

Modifications to the 2020 CIP since preparation of the 2002 Supplemental EIR have also occurred as a result of subsequent City projects. Additional Mitigation Measures related to those projects are found in the various environmental documents prepared for the projects, as listed in Section 4.1, Transportation and Circulation, of this Draft Subsequent EIR. These Mitigation Measures are separately implemented as a part of the development approvals for those projects.

The City currently implements Mitigation Measures identified in the 2000 and 2002 environmental documents. Upon certification of this Subsequent EIR, the City would also implement Mitigation Measures identified in **Table 2-1** and the 2006 Initial Study. In some cases, Mitigation Measures identified in this Subsequent EIR overlap with measures identified in the previous EIRs (i.e., archaeological surveys). These overlaps are due to different project locations (i.e., different intersection and roadway improvements) and updates to some measures. **Table 2-2** provides a complete list of all Mitigation Measures required for implementation of the City’s CIP.

TABLE 2-1

SUBSEQUENT EIR: SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Proposed Project Level of Significance Prior to Mitigation	Mitigation Measure	Proposed Project Level of Significance After Mitigation
Transportation and Circulation			
IMPACT 4.1-1: Increased traffic within and outside of Roseville under Existing Plus Project conditions	Significant	None identified	Significant and Unavoidable
IMPACT 4.1-2: Increased traffic on City of Roseville roadways under 2020 Plus Project conditions	City's LOS Policy: Less than Significant Intersection LOS Impact: Significant	None identified	City's LOS Policy: Less than Significant Intersection LOS Impact: Significant and Unavoidable
IMPACT 4.1-3: Increased traffic on state highways under 2020 Plus Project conditions	Significant	Mitigation Measure 4.1-1: Participate in any regionally adopted fee program providing for improvements to federal and state facilities	Significant and Unavoidable
IMPACT 4.1-4: Increased traffic on Placer County roadways under 2020 Plus Project conditions	Significant	Mitigation Measure 4.1-2: Implement Placer County CIP roadway widenings on Baseline Road and Walerga Road	Significant and Unavoidable
IMPACT 4.1-5: Increased traffic on Rocklin roadways under 2020 Plus Project conditions	Less than Significant	None required	Less than Significant

TABLE 2-1

SUBSEQUENT EIR: SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Impact	Proposed Project Level of Significance Prior to Mitigation	Mitigation Measure	Proposed Project Level of Significance After Mitigation
IMPACT 4.1-6: Increased traffic on Sacramento County roadways under 2020 Plus Project conditions	Less than Significant	None required	Less than Significant
IMPACT 4.1-7: Increased traffic on Sutter County roadways under 2020 Plus Project conditions	Less than Significant	None required	Less than Significant
IMPACT 4.1-8: Potential inconsistency with City of Roseville Bicycle Master Plan under 2020 Plus Project conditions	Potentially Significant	Mitigation Measure 4.1-3: Design intersection and roadway improvements to minimize disruption to existing and planned bicycle facilities	Less than Significant
IMPACT 4.1-9: Potential inconsistency with the Long-Range Transit Master Plan or the Short-Range Transit Plan	No Impact	None required	No Impact
IMPACT 5.2-1: Increased traffic on City of Roseville roadways under 2025 Cumulative Plus Project conditions	Intersection LOS Impact: Significant City's LOS Policy: Significant	Mitigation Measure 5.2-1: Modify intersection geometries at the following 11 specified intersections to address effects from regional growth outside the City of Roseville: a) Yosemite/Atlantic b) Woodcreek Oaks/Blue Oaks c) Oak Ridge/Cirby	Intersection LOS Impact: Significant and Unavoidable City's LOS Policy: Less than Significant

TABLE 2-1

SUBSEQUENT EIR: SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Impact	Proposed Project Level of Significance Prior to Mitigation	Mitigation Measure	Proposed Project Level of Significance After Mitigation
		<ul style="list-style-type: none"> d) Foothills/McAnally e) SR 65 NB Off/Pleasant Grove f) Washington/Roseville Pkwy g) Sierra College/Secret Ravine h) South Cirby/Old Auburn i) Sunrise/Lead Hill j) Washington/Junction k) Crocker Ranch/Blue Oaks <p>These improvements are further detailed in Table 5.2-2.</p> <p>Mitigation Measure 5.2-2: Modify intersection geometries at the following 2 specified intersections to address effects from the proposed project:</p> <ul style="list-style-type: none"> a) Sunrise Ave/Automall Drive b) Gibson Drive West/Roseville Pkwy <p>These improvements are further detailed in Table 5.2-7.</p>	

TABLE 2-1

SUBSEQUENT EIR: SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Impact	Proposed Project Level of Significance Prior to Mitigation	Mitigation Measure	Proposed Project Level of Significance After Mitigation
IMPACT 5.2-2: Increased traffic on State Highways under cumulative conditions	Significant	Mitigation Measure 4.1-1: Participate in any regionally adopted fee program providing for improvements to federal and state facilities	Significant and Unavoidable
IMPACT 5.2-3: Increased traffic on Placer County roadways under cumulative conditions	Less than Significant	None required	Less than Significant
IMPACT 5.2-4: Increased traffic on City of Rocklin roadways under cumulative conditions	Less than Significant	None required	Less than Significant
IMPACT 5.2-5: Increased traffic on Sacramento County roadways under cumulative conditions	Less than Significant	None required	Less than Significant
IMPACT 5.2-6: Increased traffic on Sutter County roadways under cumulative conditions	Less than Significant	None required	Less than Significant
Air Quality			
IMPACT 4.2-1: Construction-related air pollutant emissions	Less than Significant	Mitigation Measure 4.2-1: Implement construction emission control measures	Less than Significant

TABLE 2-1

SUBSEQUENT EIR: SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Impact	Proposed Project Level of Significance Prior to Mitigation	Mitigation Measure	Proposed Project Level of Significance After Mitigation
IMPACT 4.2-2: Operational air pollutant emissions under Existing Plus Project conditions	Less than Significant	None required	Less than Significant
IMPACT 4.2-3: Operational air pollutant emissions under 2020 Plus Project conditions	Less than Significant	None required	Less than Significant
IMPACT 4.2-4: CO concentration at intersections	Less than Significant	None required	Less than Significant
IMPACT 4.2-5: Consistency with Air Quality Attainment Plans	Less than Significant	None required	Less than Significant
IMPACT 5.2-7: Construction-related air pollutant emissions under cumulative conditions	Significant	None identified	Significant and unavoidable
IMPACT 5.2-8: Operational air pollutant emissions under cumulative conditions	Less than Significant	None required	Less than Significant
Noise			
IMPACT 4.3-1: Construction equipment would generate short-term noise level increases at noise-sensitive locations	Potentially Significant	Mitigation Measure 4.3-1: Develop and implement a Construction Noise Abatement Program	Less than Significant

TABLE 2-1

SUBSEQUENT EIR: SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Impact	Proposed Project Level of Significance Prior to Mitigation	Mitigation Measure	Proposed Project Level of Significance After Mitigation
IMPACT 4.3-2: Transportation noise sources in excess of an L_{dn} of 60 dBA under Existing Plus Project conditions	Less than Significant	None required	Less than Significant
IMPACT 4.3-3: Transportation noise sources in excess of an L_{dn} of 60 dBA under 2020 Plus Project conditions	Less than Significant	None required	Less than Significant
IMPACT 5.2-9: Construction noise cumulative impacts	Potentially Significant	Mitigation Measure 4.3-1: Develop and implement a Construction Noise Abatement Program	Less than Significant
IMPACT 5.2-10: Operational noise cumulative impacts	Less than Significant	None required	Less than Significant
Biological Resources			
IMPACT 4.4-1: Potential loss of foraging habitat for Swainson's hawk and other legally protected raptors (Intersections 69 and 165; Fiddyment Road from Pleasant Grove Boulevard to Baseline Road)	Potentially Significant	Mitigation Measure 4.4-1: Consult With CDFG and implement appropriate mitigation compensation measures for loss of potential foraging habitat	Less than Significant

TABLE 2-1

SUBSEQUENT EIR: SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Impact	Proposed Project Level of Significance Prior to Mitigation	Mitigation Measure	Proposed Project Level of Significance After Mitigation
IMPACT 4.4-2: Potential disturbance of burrowing owl (Intersections 69 and 165; Fiddymment Road from Pleasant Grove Boulevard to Baseline Road)	Potentially Significant	Mitigation Measure 4.4-2: Conduct preconstruction burrowing owl surveys and implement measures specified by CDFG, where appropriate	Less than Significant
IMPACT 4.4-3: Potential disturbance or loss of habitat for vernal pool crustaceans (Intersections 69 and 165; Fiddymment Road from Pleasant Grove Boulevard to Baseline Road)	Potentially Significant	Mitigation Measure 4.4-3: Avoid disturbance of potential habitat for vernal pool crustaceans or implement Mitigation Measures in consultation with USFWS	Less than Significant
IMPACT 4.4-4: Potential disturbance or loss of habitat for western spadefoot toad (Intersections 69 and 165; Fiddymment Road from Pleasant Grove Boulevard to Baseline Road)	Potentially Significant	Mitigation Measure 4.4-4: Avoid disturbance of potential breeding habitat for western spadefoot or implement Mitigation Measures in consultation with CDFG	Less than Significant
IMPACT 4.4-5: Potential disturbance of nesting raptors (Intersections 15 and 105)	Potentially Significant	Mitigation Measure 4.4-5: Construct outside of nesting season or conduct preconstruction raptor nesting surveys	Less than Significant

TABLE 2-1

SUBSEQUENT EIR: SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Impact	Proposed Project Level of Significance Prior to Mitigation	Mitigation Measure	Proposed Project Level of Significance After Mitigation
IMPACT 4.4-6: Loss of seasonal wetlands and/or creek channels (Intersections 69, 105, 165, and 178; Fiddymment Road from Pleasant Grove Blvd to Baseline Road)	Potentially Significant	Mitigation Measure 4.4-6: Comply with agency permitting requirements and provide for no net loss of wetlands	Less than Significant
IMPACT 4.4-7: Potential impacts to Sandford's arrowhead and rose mallow (Intersections 105, 69, 165; Fiddymment Road from Pleasant Grove Boulevard to Baseline Road)	Potentially Significant	Mitigation Measure 4.4-7: Conduct preconstruction rare plant surveys; if required, develop and implement a mitigation plan approved by the CDFG and/or USFWS	Less than Significant
IMPACT 4.4-8: Impacts to protected trees (Intersections 15 and 105)	Less than Significant	None Required	Less than Significant
IMPACT 5.2-11: Cumulative impacts to biological resources	Significant	Mitigation Measures 4.4-1 through 4.4-7	Significant and unavoidable

TABLE 2-1

SUBSEQUENT EIR: SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Impact	Proposed Project Level of Significance Prior to Mitigation	Mitigation Measure	Proposed Project Level of Significance After Mitigation
Cultural Resources			
IMPACT 4.5-1: Damage to Previously Unrecorded, Potentially Important Cultural Resources	Potentially Significant	Mitigation Measure 4.5-1: Conduct archaeological pedestrian survey of intersections that have not been subject to previous archaeological survey (Intersections 15, 19, 91, 105, 178, and 179) when final design has been developed	Less than Significant
IMPACT 4.5-2: Damage to Previously Unidentified, Potentially Important and/or Unique Archaeological Resources Inadvertently Exposed During Construction	Potentially Significant	Mitigation Measure 4.5-2: Comply with the recommendations of a qualified professional archaeologist if cultural resources are inadvertently exposed during construction	Less than Significant
IMPACT 5.2-12: Cumulative impacts to cultural resources	Potentially Significant	Mitigation Measures 4.5-1 and 4.5-2	Less than Significant

TABLE 2-2

COMPLETE LIST OF MITIGATION MEASURES FOR THE CITY OF ROSEVILLE'S CIP

Environmental Document	Resource Area	Mitigation Measure	Detailed Description
2000 EIR	Air Quality	Mitigation Measure 4.2-1	To reduce particulate emissions during earthwork construction, enclose, cover, or water all exposed soils to keep moist at all times to prevent dust.
2000 EIR	Biological Resources	Mitigation Measure 4.4-1	<p>The City shall be required to obtain a Section 404 permit from the U.S. Army Corps of Engineers (Corps) prior to construction activity on any site involving waters of the U.S. A 1601 Streambed Alteration Agreement will be required, in addition, for work involving Pleasant Grove Creek and other intermittent drainages. It is anticipated that compliance with the requirements of these three agencies would minimize the adverse impacts due to loss of wetland habitats. Compliance with the Corps and U.S. Fish and Wildlife Service (USFWS) requirements for "no net loss" of wetlands would ensure that the impact would be reduced to a less-than-significant level.</p> <p>Certified mitigation banks are recognized by the federal government as acceptable mitigation tools. Under CEQA, compliance with the Corps and USFWS requirements is recognized as adequate mitigation to offset the loss of wetland areas. Therefore, after mitigation the impact is considered less than significant. The project site shall be permitted under Clean Water Act Section 404 permit process prior to development. Mitigation would consist of acquiring credits from a wetlands mitigation bank approved by the Corps and the USFWS or other mitigation deemed appropriate to ensure no net loss for the purposes of mitigating impacts on wetlands. The credits shall be in direct proportion to wetlands losses on the property, as determined by a wetland or habitat delineation.</p>

TABLE 2-2

COMPLETE LIST OF MITIGATION MEASURES FOR THE CITY OF ROSEVILLE'S CIP (CONTINUED)

Environmental Document	Resource Area	Mitigation Measure	Detailed Description
			In the event this mitigation is implemented, the City would incur no further obligation for surveys, monitoring, salvage notification, or seedbank salvage, as required by the operation of the approved mitigation bank.
2000 EIR	Biological Resources	Mitigation Measure 4.4-2	To ensure that legally protected birds-of-prey are not taken during project construction, to the extent possible, tree removals shall occur during the period when raptors are not nesting (August through February). If removal of trees during the nesting season is unavoidable, preconstruction raptor nest surveys shall be conducted to determine whether or not legally protected raptor nests are present in trees designated for removal. In the event that nests are present, appropriate protocols shall be developed in consultation with California Department of Fish and Game (CDFG) and followed during the removal or relocation of those nests. Implementation of these measures would reduce impacts on the nesting raptor habitat to a less-than-significant level.
2000 EIR	Biological Resources	Mitigation Measure 4.4-3	A biological monitor shall accompany tree-clearing crews assigned to clear brush and trees along the designated area of road construction. The monitor shall flag all elderberry shrubs in the tree-clearing zone and be present during tree-clearing operations in the vicinity of flagged shrubs to ensure that elderberry shrubs are not cut. If avoidance is not feasible, habitat impacts shall be mitigated in accordance with the Programmatic Biological Opinion for valley elderberry longhorn beetle (VELB), issued by the USFWS Sacramento Field Office in 1996. Implementation of these reasonable and prudent measures would reduce or eliminate potential loss of individuals of VELB.

TABLE 2-2

COMPLETE LIST OF MITIGATION MEASURES FOR THE CITY OF ROSEVILLE'S CIP (CONTINUED)

Environmental Document	Resource Area	Mitigation Measure	Detailed Description
2000 EIR	Cultural Resources	Mitigation Measure 4.5-1(a)	It is recommended that prior to construction activities the City, hire a qualified archaeologist to complete a site-specific archaeological survey along those roadway segments identified under Impact 4.5-1 [damage or destruction of unidentified cultural resources] to determine if there is a likelihood unidentified resources could exist. If there is a likelihood resources could exist, the City shall either follow the recommendations set forth by the archeologist, avoid the resource, or excavate the resource.
2000 EIR	Cultural Resources	Mitigation Measure 4.5-1(b)	In the event of the discovery of buried archaeological deposits, it is recommended that project activities in the vicinity of the find should be temporarily halted and a qualified archaeologist consulted to assess the resource and provide proper management recommendations. Possible management recommendations for important resources could include resource avoidance or data recovery excavations.
2002 Initial Study/Supplemental EIR	Air Quality	Mitigation Measure 1	To reduce particulate emissions during earthwork construction, enclose, cover, or water all exposed soils to keep moist at all times to prevent dust.
2002 Initial Study/Supplemental EIR	Cultural Resources	Mitigation Measure 2	It is required that prior to construction activities, the City hire a qualified archaeologist to complete a site-specific archaeological survey along those intersections slated for widening or improvement identified in the project description to determine if there is a likelihood unidentified resources could exist. If there is a likelihood resources could exist, the City shall either follow the recommendations set forth by the archaeologist, avoid the resource, or excavate the resource.

TABLE 2-2

COMPLETE LIST OF MITIGATION MEASURES FOR THE CITY OF ROSEVILLE'S CIP (CONTINUED)

Environmental Document	Resource Area	Mitigation Measure	Detailed Description
2002 Initial Study/ Supplemental EIR	Cultural Resources	Mitigation Measure 3	<p>In the event of the discovery of buried archaeological deposits, project activities in the vicinity of the find should be temporarily halted and a qualified archaeologist consulted to assess the resource and provide proper management recommendations. Possible management recommendations for important resources could include resource avoidance or data recovery excavations.</p> <p>In addition, Mitigation Measure 3 requires the following:</p> <p style="padding-left: 40px;">If during project construction, any unique archeological or historical resources are accidentally discovered, the project applicant shall contact a qualified archaeologist to determine the significance of the find. If the find is determined to be significant, appropriate mitigation shall be developed. Work shall continue on the remainder of the site.</p> <p>If, during project construction the project developer discovers any human remains, the following steps should be taken:</p> <ol style="list-style-type: none"> (1) There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until: <ol style="list-style-type: none"> (A) The project developer contacts the City or Roseville and the Placer County Coroner so that Coroner can determine whether any investigation of the cause of death is required, and (B) If the Coroner determines the remains to be Native American: <ol style="list-style-type: none"> 1. The Coroner shall contact the Native American Heritage Commission within 24 hours

TABLE 2-2

COMPLETE LIST OF MITIGATION MEASURES FOR THE CITY OF ROSEVILLE'S CIP (CONTINUED)

Environmental Document	Resource Area	Mitigation Measure	Detailed Description
			<p>(excluding weekends and state and federal holidays).</p> <ol style="list-style-type: none"> 2. After hearing from the Coroner, the project developer shall provide the Indian Community the opportunity, within 72 hours (excluding weekends and state and federal holidays) thereafter, to identify the most likely descendant. 3. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descended from the deceased Native American. 4. The most likely descendant, as identified by either the Native American Heritage Commission or the Indian Community, may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98, or <ol style="list-style-type: none"> (2) Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance.

TABLE 2-2

COMPLETE LIST OF MITIGATION MEASURES FOR THE CITY OF ROSEVILLE'S CIP (CONTINUED)

Environmental Document	Resource Area	Mitigation Measure	Detailed Description
2006 Initial Study/Subsequent EIR	Hazardous Materials	Mitigation Measure 1	<p>Prior to initiating ground-disturbing activities, the City shall evaluate areas where widening will occur for the potential for historical or existing hazardous materials. This evaluation shall include visual inspections of the site for evidence of hazardous materials releases (i.e., dumping) or evidence of nearby land uses that could indicate the use of hazardous materials or hazardous waste generation (i.e., aboveground storage tanks, placarding). If such evidence is observed, the City shall retain a qualified consultant to evaluate the potential for hazardous materials releases at the site prior to initiating construction to determine whether these releases may constitute a potential recognized environmental condition. If such a condition is determined to exist, the City shall prepare and implement a remediation plan prepared in accordance with the applicable regulatory agency (i.e., Department of Toxic Substances Control or Regional Water Quality Control Board) prior to proceeding with construction.</p>
2006 Initial Study/Subsequent EIR	Hydrology and Water Quality	Mitigation Measure 2	<p>The project shall comply with the U.S. Army Corps of Engineers “no net loss” policy and the conditions of a Nationwide or Individual Permit authorization by the Corps. As part of these permit requirements, vegetation disturbed during construction shall be replanted and the topography of the sites shall be restored after construction activities have been completed.</p> <p>Where working areas encroach on live or dry streams, lakes, or wetlands, Regional Water Quality Control Board (RWQCB)-approved physical barriers adequate to prevent the flow or discharge of sediment into these systems shall be constructed and maintained between working areas and streams, lakes, and wetlands. Erosion control and sediment detention devices (e.g.,</p>

TABLE 2-2

COMPLETE LIST OF MITIGATION MEASURES FOR THE CITY OF ROSEVILLE'S CIP (CONTINUED)

Environmental Document	Resource Area	Mitigation Measure	Detailed Description
			well-anchored sandbag cofferdams, straw bales, or silt fences) shall be incorporated into the project design, included in the Stormwater Pollution Prevention Plan, and implemented at the time of construction. These devices shall be in place during construction activities, and after if necessary, for the purposes of minimizing sediment impact to the wetlands and input to waters of the United States. These devices shall be placed at all locations where the likelihood of sediment input exists. A supply of erosion control materials shall be kept on hand to cover small sites that may become bare and to respond to sediment emergencies.
2006 Initial Study/ Subsequent EIR	Utilities and Service Systems	Mitigation Measure 3	If the results of the drainage report conclude that modifications are required to existing drainage facilities located downstream of specific intersection improvements, the City shall conduct an environmental evaluation to determine potential impacts from these offsite improvements. The design and construction of modifications to existing drainage facilities shall occur in accordance with the City's Noise Ordinance, Flood Damage Prevention Ordinance, Construction Standards, Improvement Standards, and Tree Ordinance, all of which include standards and policies that are uniformly applied to development projects throughout the City. Construction shall be in compliance with the City's National Pollutant Discharge and Elimination System (NPDES) permit, the City's Urban Stormwater Quality Management and Discharge Control Ordinance and implementation of Best Management Practices. The City shall obtain and comply with permit requirements of the Corps and CDFG, as applicable, for impacts to wetlands, waters of the United States, riparian habitat and threatened and endangered species.

TABLE 2-2

COMPLETE LIST OF MITIGATION MEASURES FOR THE CITY OF ROSEVILLE'S CIP (CONTINUED)

Environmental Document	Resource Area	Mitigation Measure	Detailed Description
2006 Subsequent EIR	Transportation and Circulation	Mitigation Measure 4.1-1	The City shall participate in any regionally adopted fee program providing for improvements to federal and state facilities
2006 Subsequent EIR	Transportation and Circulation	Mitigation Measure 4.1-2	<p>The Placer County CIP includes additional travel lanes for all three of these roadway segments. The additional lanes specified in the County's CIP are as follows:</p> <ul style="list-style-type: none"> ▪ Baseline Road west of Roseville city limit: widen from 2 lanes to 6 lanes ▪ Walerga Road south of Baseline Road: widen from 2 lanes to 4 lanes ▪ Eureka Road east of Roseville city limit: widen from 2 to 4 lanes <p>One of these improvements is incorporated into the proposed project since the intersection falls within the City (Intersection 105 widening at Eureka Road and Sierra College Boulevard). However, since the two additional roadways are not within the City of Roseville, the City has no authority to implement or guarantee the implementation timing of these improvements.</p>
2006 Subsequent EIR	Transportation and Circulation	Mitigation Measure 4.1-3	The City shall design intersection and roadway improvements to minimize disruption to existing and planned bicycle facilities. At the time roadways improvements are proposed, the City may secure adequate right-of-way to maintain the bicycle lanes. If, however, existing constraints or unusual circumstances dictate removal of bike lanes, the City will, to the extent practicable, provide signage, alternative routes, or a combination of such measures to ensure that bicycle access is accommodated to the extent possible.

TABLE 2-2

COMPLETE LIST OF MITIGATION MEASURES FOR THE CITY OF ROSEVILLE'S CIP (CONTINUED)

Environmental Document	Resource Area	Mitigation Measure	Detailed Description
2006 Subsequent EIR	Transportation and Circulation	Mitigation Measure 5.2-1	<p>Modify intersection geometries at the following 11 specified intersection to address effects from growth outside of Roseville.</p> <ul style="list-style-type: none"> a) Yosemite/Atlantic b) Woodcreek Oaks/Blue Oaks c) Oak Ridge/Cirby d) Foothills/McAnally e) SR 65 NB Off/Pleasant Grove f) Washington/Roseville Pkwy g) Sierra College/Secret Ravine h) South Cirby/Old Auburn i) Sunrise/Lead Hill j) Washington/Junction k) Crocker Ranch/Blue Oaks <p>These improvements are further detailed in Table 5.2-2.</p>
2006 Subsequent EIR	Transportation and Circulation	Mitigation Measure 5.2-2	<p>Modify intersection geometries at Intersection 116 (Sunrise Ave/Automall Drive) and Intersection 176 (Gibson Drive West/Roseville Pkwy) to address effects from the proposed project. These improvements are further detailed in Table 5.2-7.</p>

TABLE 2-2

COMPLETE LIST OF MITIGATION MEASURES FOR THE CITY OF ROSEVILLE'S CIP (CONTINUED)

Environmental Document	Resource Area	Mitigation Measure	Detailed Description
2006 Subsequent EIR	Air Quality	Mitigation Measure 4.2-1	<p>Construction emissions associated with the proposed project would not exceed the PCAPCD's significance thresholds and Mitigation Measures are not required. However, the implementation of feasible and applicable control measures listed below would further reduce construction emissions:</p> <ul style="list-style-type: none"> ▪ Minimize idling time to 10 minutes for all diesel-powered equipment ▪ Apply water to control dust as needed to prevent dust impacts offsite. Operational water truck(s) shall be onsite, 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. ▪ 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. ▪ Install wheel washers or wash all trucks and equipment leaving the site. ▪ Develop a traffic plan to minimize traffic flow interference from construction activities. The plan may include advance public notice of routing, use of public transportation, and satellite parking areas with a shuttle service.

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COMPLETE LIST OF MITIGATION MEASURES FOR THE CITY OF ROSEVILLE'S CIP (CONTINUED)

Environmental Document	Resource Area	Mitigation Measure	Detailed Description
2006 Subsequent EIR	Noise	Mitigation Measure 4.3-1	<p>Prior to construction plan approval, develop and implement a Construction Noise Abatement Program. The plan shall require that:</p> <ul style="list-style-type: none"> ▪ All construction vehicles or equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers; ▪ Stockpiling and/or vehicle staging areas shall be identified on the improvement plans and shall be located as far as is practical from existing occupied dwellings. <p>Specific noise control measures shall be identified that would reduce hourly noise level to 70 dBA or lower where feasible as determined by the Public Works Director during hours or use for schools and churches, and at hospitals. The following potential sensitive receptors are located within 500 feet of the proposed improvements:</p> <ul style="list-style-type: none"> • One school at Intersection 178 (Washington Blvd/All American) • Two schools at Intersection 179 (Cottonwood Drive/Cirby Way) • One hospital facility (under construction) with surgical procedures that are potentially noise sensitive at Intersection 19 (Eureka Road/Douglas Blvd). <p>Specific noise control measures shall be identified that would reduce the hourly average noise level to 70 dBA, L_{eq} or lower at other noise-sensitive receptors where feasible. The construction contractor shall consider implementation of the following measures in the construction noise control plan:</p>

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COMPLETE LIST OF MITIGATION MEASURES FOR THE CITY OF ROSEVILLE'S CIP (CONTINUED)

Environmental Document	Resource Area	Mitigation Measure	Detailed Description
			<ol style="list-style-type: none"> 1) Select equipment capable of performing the necessary tasks with the lowest noise-emission level and the lowest possible height for the acoustic center of noise emissions. 2) Noise barriers may be required to block the line of sight from noise sources to noise-sensitive receivers of concern or to further reduce noise levels beyond that provided by line-of-sight breaks afforded by topographical features. The noise barriers could be constructed using either plywood sheets or other solid material that provide sufficient mass per unit surface area (perhaps approaching 4 pounds per square foot) and have minimal openings between the top of barrier and ground surface (perhaps as little as 1 percent). Noise barriers of a given height are generally most effective when placed as close to either the source or receiver as possible, and perhaps at two such separate locations. The least desirable location is generally at a middle distance between sources and receptors. The plan should identify the proper height, location, and effectiveness of a noise barrier in terms of the expected hourly average noise level due to construction activity at noise-sensitive receivers of concern with the objective of reducing contributions from construction activity to an hourly average of 70 dBA or less. 3) Disseminate essential information to residences and implement a complaint/response tracking system. The construction contractor shall notify residents within 500 feet of the construction areas of the construction schedule in writing before construction begins. The construction contractor will

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COMPLETE LIST OF MITIGATION MEASURES FOR THE CITY OF ROSEVILLE'S CIP (CONTINUED)

Environmental Document	Resource Area	Mitigation Measure	Detailed Description
			designate a noise disturbance coordinator who will be responsible for responding to complaints regarding construction noise. The coordinator will determine the cause of the complaint and will ensure reasonable measures are implemented to correct the problem when feasible. A contact telephone number for the noise disturbance coordinator will be conspicuously posted on construction site fences and will be included in the written notification of the construction schedule sent to nearby residents.
2006 Subsequent EIR	Biological Resources	Mitigation Measure 4.4-1	Prior to project initiation, the CDFG shall be contacted to determine if mitigation for the loss of annual grassland and potential foraging habitat for Swainson's hawk will be required. Implementation of any measures required by CDFG to compensate for the loss of potential foraging habitat will reduce the impact to a less-than-significant level.
2006 Subsequent EIR	Biological Resources	Mitigation Measure 4.4-2	To ensure that direct disturbance of burrowing owls in annual grassland of the study area is avoided, a preconstruction survey will be conducted to determine presence/absence of the species. The survey will be conducted by a qualified biologist within 30 days of proposed ground-disturbing activities. Results of the survey will be submitted to the County and the CDFG. If burrowing owls are found onsite or evidence of their occurrence is observed during the survey, the CDFG will be immediately contacted to determine appropriate avoidance and mitigation measures. Implementation of preconstruction survey and measures specified by CDFG, as necessary, will reduce the impact to a less-than-significant level.

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COMPLETE LIST OF MITIGATION MEASURES FOR THE CITY OF ROSEVILLE'S CIP (CONTINUED)

Environmental Document	Resource Area	Mitigation Measure	Detailed Description
2006 Subsequent EIR	Biological Resources	Mitigation Measure 4.4-3	To avoid potential take of federally listed species, including vernal pool tadpole shrimp and vernal pool fairy shrimp, disturbance of the seasonal wetland and swale within the study area will be avoided to the extent feasible. Impacts to federally listed species or their habitats would likely require a permit from the USFWS. In the event that potential habitat within the study area cannot be avoided, the USFWS will be contacted to determine survey responsibilities (to determine presence/absence of a species) and pertinent permitting and mitigation requirements, as necessary. Implementation of measures the 404 permit, secured prior to construction, would mitigate the loss of potential habitat for vernal pool crustaceans and will reduce the impact to a less-than-significant level.
2006 Subsequent EIR	Biological Resources	Mitigation Measure 4.4-4	To avoid potential loss of breeding habitat for western spadefoot, disturbance of the seasonal wetland and swale within the study area will be avoided to the extent feasible. CDFG will be contacted prior to project implementation to determine appropriate survey measures (to determine species presence/absence) and/or mitigation requirements for loss of habitat for western spadefoot. Implementation of measures in consultation with CDFG for mitigating the loss of potential habitat will reduce the impact to a less-than-significant level.
2006 Subsequent EIR	Biological Resources	Mitigation Measure 4.4-5	To avoid disturbance of raptor breeding and nesting activity, including nesting of sensitive raptors, project activities will be avoided during the typical raptor breeding season of March through August, to the extent feasible. If construction must take place during the typical nesting season, preconstruction surveys

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COMPLETE LIST OF MITIGATION MEASURES FOR THE CITY OF ROSEVILLE'S CIP (CONTINUED)

Environmental Document	Resource Area	Mitigation Measure	Detailed Description
			<p>will be conducted by a qualified biologist no more than 30 days prior to initiation of proposed development activities. Surveys will be conducted to determine if active nesting is occurring on or directly adjacent to the study area. Survey results will then be submitted to the CDFG. If active nests are found on or immediately adjacent to the site, consultation will be initiated with CDFG to determine appropriate avoidance measures. If no nesting is found to occur, necessary tree removal and other project activities could then proceed. Implementation of preconstruction raptor surveys and appropriate avoidance measures will reduce impacts to a less-than-significant level.</p>
2006 Subsequent EIR	Biological Resources	Mitigation Measure 4.4-6	<p>The City shall comply with all applicable Corps, USFWS, CDFG, and RWQCB permitting and mitigation requirements for intersection widening and construction. The City shall meet the agencies' no net loss of wetlands policy through one of the following measures:</p> <ul style="list-style-type: none"> ▪ Avoid impacts through project design. ▪ Compensate for impacts by acquiring (through fee title or credits in an approved mitigation bank) replacement habitat. <p>When site-specific designs are available for the roadway and intersection improvements, project-level analysis would require a wetland delineation submitted to the Corps for verification. The City would be required to obtain a Clean Water Act Section 404 Permit from the Corps prior to any construction activity.</p> <p>A wetland delineation report, <i>Wetland Delineation for Baseline 430</i> (ECORP 2003), has already been prepared and verified for an area encompassing the widening of Fiddymont Road from Pleasant Grove Boulevard to Baseline Road and the Intersection 165</p>

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COMPLETE LIST OF MITIGATION MEASURES FOR THE CITY OF ROSEVILLE'S CIP (CONTINUED)

Environmental Document	Resource Area	Mitigation Measure	Detailed Description
			(Fiddymment Road/Westlake) improvement area. This verification is valid for five years; therefore, the Fiddymment Road widening and Intersection 165 improvements would not require a new delineation before that time.
2006 Subsequent EIR	Biological Resources	Mitigation Measure 4.4-7	To avoid impacts to potentially occurring special-status plant species, the City shall conduct preconstruction floristic rare plant surveys along Intersections 105, 69, and 165 and along the west side of Fiddymment Road from Pleasant Grove Boulevard to Baseline Road. Two special-status plants (Sanford's arrowhead and rose mallow) have the potential to occur within these improvement areas. Floristic surveys shall be conducted (according to agency guidelines) within the project sites to determine the presence or absence of special-status plant species. Should any individual special-status plant species be located, the applicant shall retain a qualified botanist to develop and implement a mitigation plan; appropriate measures could include transplanting for species that are not federally or state listed as threatened or endangered (such as Sanford's arrowhead and rose mallow, which are on California Native Plant Society List 1B.2 and List 2, respectively). The CDFG would review and approve the mitigation plan, except if the plan or portion of the plan addresses federally listed species. In that case, the mitigation plan would be reviewed by the USFWS. Appropriate measures may include transplanting for species that are not federally or state listed as threatened or endangered (such as Sanford's arrowhead and rose mallow).

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COMPLETE LIST OF MITIGATION MEASURES FOR THE CITY OF ROSEVILLE'S CIP (CONTINUED)

Environmental Document	Resource Area	Mitigation Measure	Detailed Description
2006 Subsequent EIR	Cultural Resources	Mitigation Measure 4.5-1	As many of the proposed widening locations have not been previously subject to cultural resources inventory efforts (i.e., Intersections 15, 19, 91, 105, 178, and 179), it is recommended that cultural resources inventory surveys be completed prior to construction activities in compliance with both federal and state regulations. The studies must include establishment of Areas of Potential Effect (APE) or formalized study areas, Native American consultation, pedestrian surveys, and a technical report that includes recommendations for additional work, if necessary. Additional measures including resource avoidance, evaluation (i.e., determine California Register of Historic Resources and/or National Register of Historic Places eligibility), and data recovery excavation may become necessary if cultural resources are identified within the APE of any of the proposed project components as a result of these studies.
2006 Subsequent EIR	Cultural Resources	Mitigation Measure 4.5-2	In the event of the discovery of buried archaeological artifacts, exotic rock (non-native), or unusual amounts of shell or bone, including human remains, City of Roseville General Plan Policy OD-1 requires that a qualified archaeologist or historian shall be called to evaluate the find and to recommend a proper action. Mitigation Measure 4.5-2 requires that construction activities in the vicinity of the find be immediately stopped until this consultation occurs, and management recommendations are provided and implemented. If the find is determined to be an historical or unique archaeological resource, contingency funding and a time allotment to allow for implementation of avoidance measures or appropriate mitigation shall be made available, as

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COMPLETE LIST OF MITIGATION MEASURES FOR THE CITY OF ROSEVILLE'S CIP (CONTINUED)

Environmental Document	Resource Area	Mitigation Measure	Detailed Description
			<p>provided in Section 15064.5 of the CEQA Guidelines.</p> <p>The archaeologist shall evaluate any potential effects on any historical resource or unique archaeological resource, and where such effects would be significant, shall recommend potential mitigation to the City for its consideration. The City will assess the feasibility of any proposed mitigation (e.g., avoidance of the historical resource) and impose the mitigation where feasible in light of factors such as the nature of the find, project design, costs, General Plan policies and land use assumptions, and other considerations. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery) shall be instituted. If the discovery includes human remains, the Coroner and Native American Heritage Commission must also be contacted.</p>