INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION

Douglas Boulevard Substation Rebuild Project

January 2014

Lead Agency:

311 Vernon Street
Roseville, CA 95678
Contact: Mark Morse
(916) 774-5334

Prepared by:

City of Roseville
Development and Operations Division

NOTICE OF INTENT
TO ADOPT A MITIGATED NEGATIVE DECLARATION
For the
Douglas Boulevard Substation Rebuild Project – CITY OF ROSEVILLE

Public Notice is hereby given that a Mitigated Negative Declaration (environmental report) is available for public review for the Douglas Boulevard Substation Rebuild Project – City of Roseville.

Project Location: The proposed project is located behind commercial businesses on the northwest corner of the North Sunrise Boulevard and Douglas Boulevard intersection within the City of Roseville, Placer County, California.

Project Description: The proposed project involves rebuilding the existing 2-acre City-owned Douglas Boulevard Electric Substation originally constructed in the 1960's. Most existing equipment is original and has reached the end of its useful life. In order to maintain worker and public safety, prevent major equipment damage, and continue the high standard of reliability, Roseville Electric proposes a complete rebuild of the substation, replacing all aged equipment with new equipment to meet current City standards. Proposed improvements will result in enhanced operational features, improved load capacity (increasing an 18MVA unit to a 46MVA), and consolidation of certain facilities within structures improving the site's visual appearance. Construction will be phased to ensure no service interruption. All replacement structures and equipment would be no taller than the original and all construction activities would occur within the existing enclosed substation site.

Document Review and Availability: The public review and comment period will extend for 20 days in accordance with CEQA Guidelines Section 15105 starting **January 10 and ending January 30, 2014.** The Initial Study/Mitigated Negative Declaration (IS/MND) is available for public review at the following location:

- City of Roseville Permit Center, 311 Vernon Street, Roseville, CA 95678 (8:00 A.M. to 5:00 P.M., Monday through Friday)

The IS/MND can also be viewed and/or downloaded at the City of Roseville web site via the following: **http://www.roseville.ca.us/gov/community_development/edpn.asp**

Comments/Questions: Comments and/or questions regarding the IS/MND may be directed to: Mark Morse, Roseville City Manager Department, 311 Vernon Street, Roseville, CA 95678 (916-774-5334).

Public Meetings: The IS/MND is tentatively scheduled for consideration and possible adoption by the Roseville City Council on **February 19, 2014**. City Council meetings start at 7:00 p.m. in the Roseville Council Chambers, 311 Vernon Street. Interested parties should call the Roseville City Clerk's Office to confirm meeting agendas, times, and dates (916-774-5263).

MITIGATED NEGATIVE DECLARATION

PROJECT TITLE: Douglas Boulevard Substation Rebuild Project
PROJECT LOCATION: 90 North Sunrise Avenue**,** Roseville, Placer County, California
DATE: January 10, 2014
PROJECT APPLICANT: City of Roseville, Electric Department
LEAD AGENCY: City of Roseville
CONTACT PERSON: Mark Morse, Environmental Coordinator: (916) 774-5334

PROJECT DESCRIPTION: The project is a proposal by the City of Roseville Electric Department to rebuild the existing 2-acre City-owned Douglas Boulevard Electric Substation originally constructed in the 1960's. Most existing equipment is original and has reached the end of its useful life. In order to maintain worker and public safety, prevent major equipment damage, and continue the high standard of reliability, Roseville Electric proposes a complete rebuild of the substation, replacing all aged equipment with new equipment to meet current City standards. Proposed improvements will result in enhanced operational features, improved load capacity (increasing an 18MVA unit to a 46MVA), and consolidation of certain facilities within structures improving the site's visual appearance. Construction will be phased to ensure no service interruption. All replacement structures and equipment would be no taller than the original and all construction activities would occur within the existing enclosed substation site.

DECLARATION

The City of Roseville Environmental Coordinator has determined that the above project will have no significant effect on the environment and is therefore exempt from the requirement of an Environmental Impact Report (EIR). The determination is based on the attached initial study and the following findings:

a) The project will not degrade environmental quality, substantially reduce habitat, cause a wildlife population to drop below self-sustaining levels, reduce the number or restrict the range of special-status species, or eliminate important examples of California history or prehistory.
b) The project does not have the potential to achieve short-term, to the disadvantage of long-term, environmental goals.
c) The project will not have impacts that are individually limited, but cumulatively considerable.
d) The project will not have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly.
e) No substantial evidence exists that the project will have a negative or adverse effect on the environment.
f) The project incorporates all applicable mitigation measures identified in the initial study.
g) This mitigated negative declaration reflects the independent judgment of the lead agency.

Written comments shall be submitted no later than January 30, 2014. City Council determination on this Mitigated Negative Declaration is final.

Submit comments to:
Mark Morse, Environmental Coordinator
City of Roseville, City Manager's Office
311 Vernon Street
Roseville, CA 95678

Posting Period: January 10 through January 30, 2014

Initial Study approved by:

Mark Morse, Environmental Coordinator

Initial Study/Mitigated Negative Declaration
Douglas Boulevard Substation Rebuild Project

Lead Agency: City of Roseville
311 Vernon Street
Roseville, CA 95678

Prepared by:

City of Roseville
311 Vernon Street
Roseville, CA 95678

January 2014

CONTENTS

I. INTRODUCTION

This project-level initial study/mitigated negative declaration (IS/MND) has been prepared for the Douglas Boulevard Substation Rebuild Project (proposed project) to satisfy the requirements of the California Environmental Quality Act (CEQA) (Public Resources Code [PRC] 21000 et seq.) and State CEQA Guidelines (14 California Code of Regulations [CCR] 15000 et seq.). The City of Roseville (City) is the lead agency for this project under CEQA.

INITIAL STUDY PURPOSE

CEQA requires that all state and local government agencies consider the environmental consequences of projects over which they have discretionary authority before acting on those projects. An initial study is a public document used by the decision-making lead agency to determine whether a project may have a significant impact on the environment. If it is determined that the proposed project may have a significant impact on the environment, but that these impacts will be reduced to a Less Than Significant level through implementation of specific recommended mitigation measures, a mitigated negative declaration shall be prepared.

This IS/MND is a public information document that describes the proposed project, existing environmental setting at the project site, and potential environmental impacts of construction and operation of the proposed project. It is intended to inform decision-makers of the proposed project's compliance with CEQA and the State CEQA Guidelines.

REVIEW PROCESS

This IS/MND will be circulated for a 20-day public review and comment period as required by CEQA. During the review period, written comments may be submitted to: Mr. Mark Morse, Environmental Coordinator:

Roseville City Manager's Office
311 Vernon Street
Roseville, CA 95678

2. PROJECT DESCRIPTION

This section provides an overview of the proposed project and contains the information used in Section 3 to analyze potential effects on environmental resources.

PROJECT LOCATION

The proposed project is located within the City of Roseville in Placer County, California, behind commercial businesses at the northwest corner of North Sunrise and Douglas Boulevard intersection (Figure 1).

PROJECT SETTING

The project site and surrounding area is urbanized and accommodates the existing Douglas Boulevard Substation which is in need of major rehabilitation. The site address is 90 North Sunrise Avenue and lies just northeast of the I-80/Douglas Boulevard Interchange. The approximately 2-acre project site is bounded by professional office uses to the north; the I-80 east bound on ramp to the west; commercial uses fronting North Sunrise to the east; and, a motel (the Hampton Inn Suites) fronting Douglas Boulevard to the south. The site itself does not have direct street frontage. The site is accessed from either North Sunrise or Douglas Boulevard via existing commercial driveways and associated parking lots.

The project site slopes from west to east, has been improved with a combination of AC and crushed gravel surface and is surrounded by an 8-foot chain link fence topped with razor wire. Gates into the facility are located on the east side near the substation's northeast and southeast corners. The site is not visible from the adjacent roadways. Views of the site from the east are blocked by an existing commercial building with no windows facing the substation. The site is visible from rear facing windows of the *Hampton Inn and Suites* looking north and from the existing office park looking south. However both of these site views are partially screened by landscape trees and shrubs planted along the outside of substation perimeter fencing. No vegetation exists within the fenced portion of the substation.

PROJECT DESCRIPTION

The proposed project involves rebuilding the existing 2-acre City-owned Douglas Boulevard Electric Substation originally constructed in the 1960's. The current substation is shown in Figure 2. Most of the equipment is original and has reached the end of its useful life. In order to maintain worker and public safety, prevent major equipment damage and continue the high standard of reliability, Roseville Electric proposes a complete rebuild of the substation, replacing all aged equipment with new equipment to meet current City standards. Proposed improvements will result in enhanced operational features, improved load capacity (increasing an 18MVA unit to a 46MVA), and consolidation of certain facilities within structures improving the site's visual appearance. The proposed project improvements are shown in Figure 3. Construction will be phased to ensure no service interruption. All replacement structures and equipment would be no taller than the original

and all construction activities would occur within the existing enclosed substation site. The maximum depth of on-site excavation for conduit trenching and/or foundation construction is 18 feet.

Utilities

Similar to the existing facility, operation of the rebuilt substation would not require potable water or sewer service and no changes to existing storm drain features are proposed. No off-site utility conflicts/relocations are anticipated to implement the project. Existing landscaping would not be altered and existing landscape irrigation sources would remain unchanged.

CONSTRUCTION

Construction of the project would involve the phased removal and replacement of nearly all existing on-site electric infrastructure. Ample room for construction staging is available around the outskirts of existing infrastructure within the approximately 2-acre fenced substation site, particularly along the upper terrace on the west side.

Phase 1

Phase 1 construction would consist of removing the existing 20-foot high 12kV outdoor switchgear and replacing it with 13-foot high modern 12kV metalclad switchgear (Figure 3). The total duration of this phase including removal of old equipment, civil construction, electrical construction, testing and commissioning is approximately six months. All construction required to replace the switchgear is within the existing substation site. Estimated time of completion for the civil construction is six weeks. Details of the civil construction are as follows:

- Demo existing concrete foundation
- Trench for underground 12kV circuit entrances to new switchgear
- Trench for new grounding conductors
- Drill/pour small pier foundations for 12kV bus support structures
- Excavate for new concrete foundation for new 12kV switchgear
- Pour new steel reinforced concrete foundation for new switchgear
- Repair asphalt as needed

Phase 2

The second phase includes replacing the three existing 15-foot tall single phase power transformers and one 15-foot tall regulating transformer (Figure 3). One new 16-foot tall single unit (three-phase power transformer with integral regulating transformer) will be used in place of the old equipment. Replacement of the power transformer will require some minor conduit work and the existing concrete foundations will be removed and replaced with a new concrete foundation designed for the new transformer. The total duration of this phase is estimated at four months. Estimated time of completion for the civil construction is three weeks.

Phase 3

The third phase of construction will be to replace the 38-foot tall 60kV bus work, switching equipment and incoming structures. The new equipment and design will not be any taller than the existing and will conform to the current standards for design and functionality. The total duration of this phase is estimated at six months. Estimated time of completion for the civil construction is eight weeks. Details of the civil construction are as follows:

- Demo existing concrete foundations
- Trench for new grounding conductors
- Drill/pour pier foundations for 60kV incoming/bus support steel structures
- Excavate deteriorated asphalt
- Excavate for new equipment foundations and control building foundations
- Pour new steel reinforced concrete foundations for new equipment/control building
- Cover 60kV switchyard area with crushed rock
- Repair/replace asphalt as necessary for vehicle access within site

Construction Equipment

The anticipated required construction equipment is listed in Table 1 by phase. The equipment listed was used in the air quality and greenhouse gas emissions evaluation provided in Section 3 of this IS.

Table 1: Construction Phases and Equipment

Equipment	Task	Operation
Phase 1		
Backhoe/loader (John Deere 310G or similar)	trenching and excavating	32 hrs
12YD Dump Truck (International 7500 or similar)	haul off concrete, dirt and asphalt	minimal
200lb Plate Tamper (Multiquip MVC-90H or similar)	compact ground in preparation for new foundations	8hrs
Skid-steer Loader (John Deere CT322 or similar)	demo concrete, move construction materials, etc.	40hrs
10YD Concrete Truck	bring concrete to site for new foundations	minimal
Crane	to move new switchgear from trailer to new foundation	2hrs
Phase 2		
Backhoe/loader (John Deere 310G or similar)	trenching and excavating	16hrs
12YD Dump Truck (International 7500 or similar)	haul off concrete, dirt and asphalt.	minimal
200lb Plate Tamper (Multiquip MVC-90H or similar)	to compact ground in preparation for new	8hrs

	foundations	
Skid-steer Loader (John Deere CT322 or similar)	demo concrete, move construction materials, etc.	
10YD Concrete Truck		16hrs
Crane	bring concrete to site for new foundations	minimal
Phase 3		
Backhoe/loader (John Deere 310G or similar)	for trenching and excavating	64hrs
12YD Dump Truck (International 7500 or similar)	haul off concrete, dirt and asphalt	Minimal
200lb Plate Tamper (Multiquip MVC-90H or similar)	to compact ground in preparation for new foundations	24hrs
Skid-steer Loader (John Deere CT322 or similar)	to demo concrete, move construction materials, etc.	80hrs
10YD Concrete Truck		minimal
Crane	to bring concrete to site for new foundations	24hrs
Pier Drilling Rig (Komatsu 300 or similar)	to erect steel structures and place control building on foundation	36hrs
47” Double Drum Diesel Roller (Ingersoll-Rand DD-24 or similar)	to drill for new concrete pier foundations	8hrs

PROJECT SCHEDULE

Given the challenges of keeping the substation in service during the rebuild as much as possible, this project will be constructed in phases and is expected to take three to four years to complete. Phase 1 is scheduled for initiation in spring 2014 with completion targeted for summer 2018.

CITY OF ROSEVILLE MITIGATING ORDINANCES, GUIDELINES, AND STANDARDS

The CEQA Guidelines allow the use of previously adopted development policies or standards as mitigation for the environmental effects of future projects, when the standards have been adopted by the City with findings, based on substantial evidence, that the policies or standards will substantially mitigate environmental effects, unless substantial new information shows that the policies or standards will not substantially mitigate the effects (§15183[f]). In April 2008, the City of Roseville adopted Findings of Fact related to the mitigating policies and standards, and adopted the City of Roseville CEQA implementing procedures for the preparation, processing, and review of environmental documents (Resolution 08-172). These findings are applicable to the following regulations and ordinances, which include standards and policies that are uniformly applied throughout the City, and will substantially mitigate specified environmental effects of future projects:

- Noise Regulation (RMC Ch.9.24)

- Urban Stormwater Quality Management and Discharge Control Ordinance (RMC Ch.14.20)
- Stormwater Quality Design Manual (Resolution 07-432)
- City of Roseville Design and Construction Standards (Resolution 07-137)
- Community Design Guidelines (Resolution 95-347)

The City's mitigating ordinances, guidelines, and standards are referenced, where applicable, in the environmental checklist (Section 3 in this IS/MND), and will be implemented by the City as part of the proposed project to reduce potential impacts to a Less Than Significant level.

ENVIRONMENTAL COMMITMENTS

In addition to the City of Roseville Mitigating Ordinances, Guidelines, and Standards discussed above, the project would implement a variety of best management practices (BMPs) and other measures to avoid short- and long-term effects on the physical and human environment. These plans would be prepared before project activities are initiated, included in the contract specifications for contractors working on the proposed project, and implemented during project construction. The applicable measures are described below.

Storm Water Pollution Prevention Plan

Because the project would disturb more than an acre, the project contractor will be required to implement a storm water pollution prevention plan (SWPPP) to comply with the National Pollutant Discharge Elimination System (NPDES) general permit administered by the State Water Resources Control Board (refer to http://www.swrcb.ca.gov/stormwtr/index.html for more information on the NPDES permit process). The SWPPP would identify structural and nonstructural BMPs to control erosion. The SWPPP will include spill prevention and control plan to ensure transport, storage, and handling of hazardous materials required for construction is conducted in a manner consistent with relevant regulations and guidelines.

In addition, the project will comply with the City's design/construction standards (refer to http://www.roseville.ca.us/pw/engineering/land_development/design_construction_standards.as p) and the City's Stormwater Quality BMP Guidance Manual for Construction (2007). The project would also implement the applicable requirements of the Placer County Flood Control and Water Conservation District's (PCFCWCD's) Stormwater Management Manual (Placer County Flood Control and Water Conservation District 1994).

Traffic Control Plan

The City would require the construction contractor to implement a traffic control plan, including a construction schedule and plan to meet the City's notice procedures, before construction activities are initiated. This plan would identify general methods by which construction activities will be managed to minimize substantial delays to traffic. These methods may include (but are not limited to):

- Appropriately sequencing activities (e.g., segment phasing, timing of grading, hours of construction) to minimize effects on traffic flow,
- Maintaining traffic flow in the project area to the extent possible, and
- Maintaining bicycle and pedestrian access.

Noise Control Measures

The following measures will be incorporated into the construction specifications for the proposed project to reduce and control noise generated by construction-related activities, consistent with City ordinances and standards:

- Noise-generating construction activities will be restricted to Monday through Friday from 7 a.m. to 7 p.m., and Saturday and Sunday from 8 a.m. to 8 p.m. to comply with the City of Roseville noise ordinance.
- All construction equipment will have sound-control devices no less effective than those provided on the original equipment. No equipment will have an unmuffled exhaust.
- Appropriate additional noise-reducing measures will be implemented, including (but not limited to) the following: stationary construction equipment will be located as far as possible from sensitive uses; sensitive uses will be identified on construction drawings; and equipment idling will be prohibited when the equipment is not in use.

REQUIRED PERMITS AND APPROVALS

Based on the information contained in Section 3, there are no federal permits or approvals required for the proposed project. The only state permit that will be required will be coverage under the State Water Resources Control Board's General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities to support compliance with Section 402 of the Clean Water Act. The following City permits and/or approvals are anticipated for the proposed project:

- Adoption of the Mitigated Negative Declaration for the proposed project and Mitigation Monitoring and Reporting Plan – Roseville City Council
- Project approval – Roseville City Council

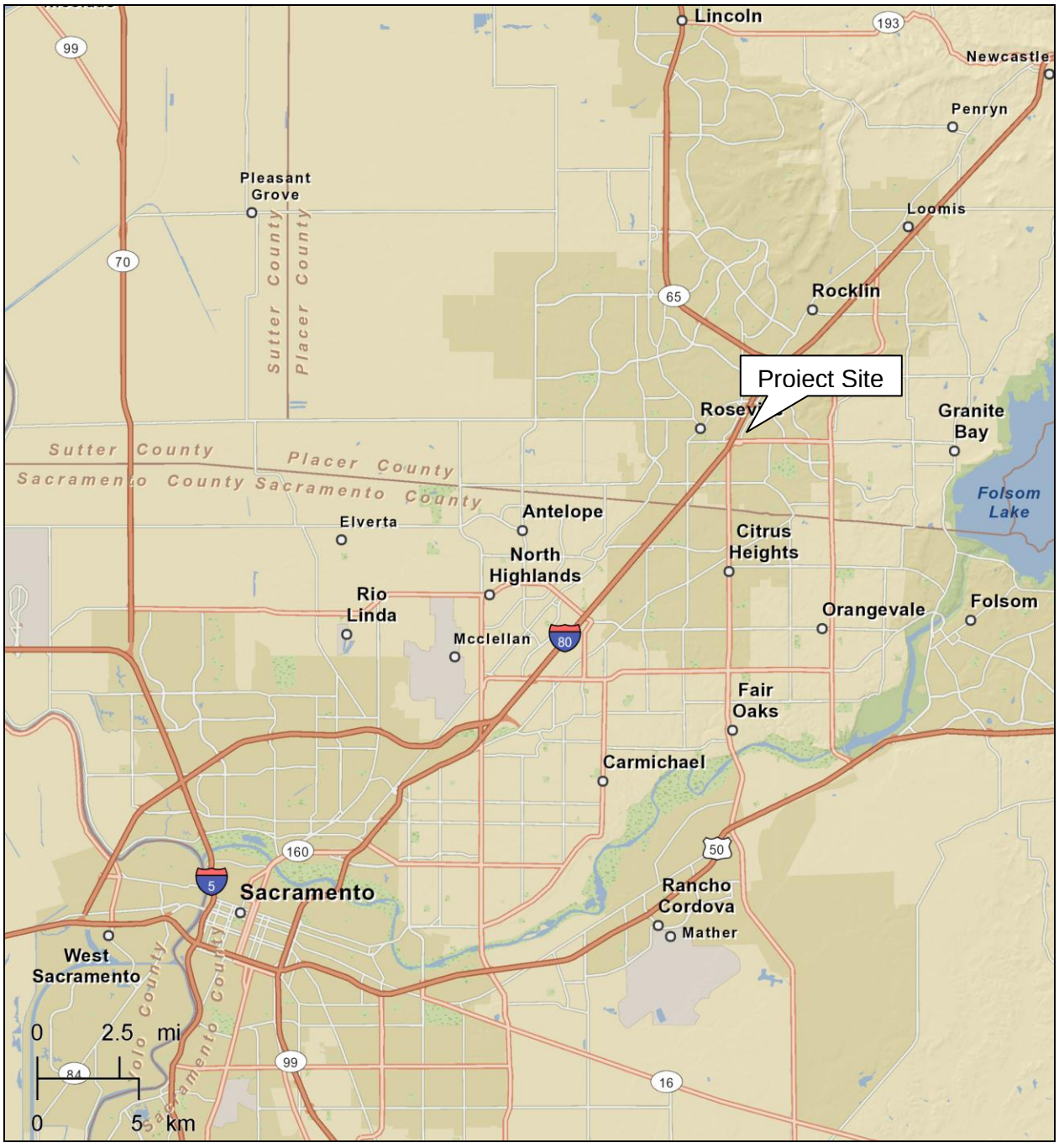

Figure 1: Project Location Map

Figure 2: Site Vicinity

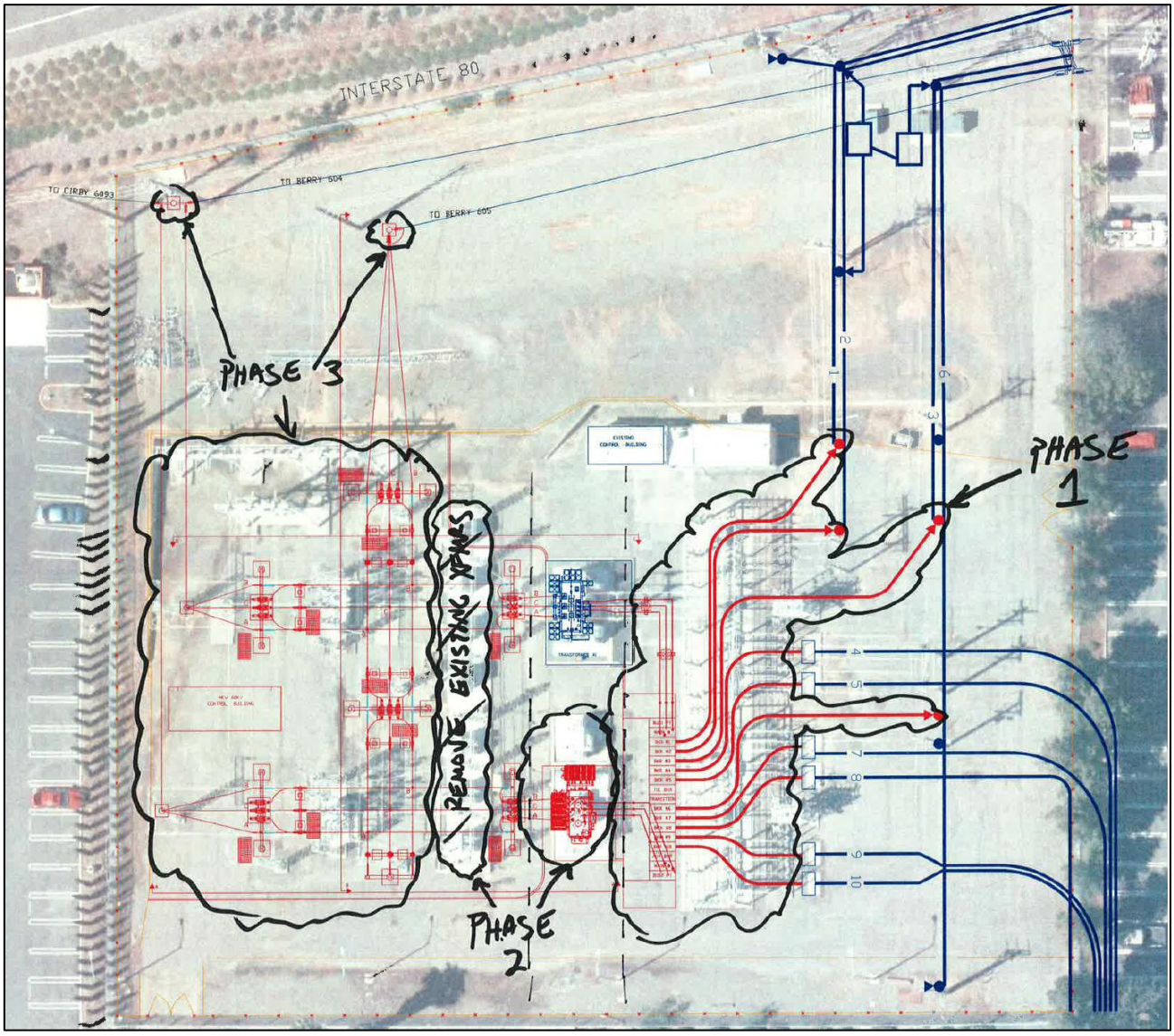

Figure 3: Proposed Improvements and Phasing Plan

3. INITIAL STUDY CHECKLIST

The California Environmental Quality Act (CEQA) Guidelines recommends that lead agencies use an initial study checklist to determine the potential impacts of the proposed project on the physical environment. The checklist provides a list of questions concerning a comprehensive array of environmental issue areas potentially affected by the proposed project. This section of the initial study incorporates a portion of the Appendix "G" environmental checklist form, contained in the CEQA Guidelines (revised 2012). The City has modified the Appendix "G" environmental checklist form to include a reference to CEQA Section 21083 and CEQA Guidelines Section 15183 in order to identify impact areas that do not require further analysis than that which was provided in the applicable Specific Plan and/or General Plan EIR. Impact questions and responses are included in both tabular and narrative formats for each of the 17 environmental topic areas. There are five possible answers to the environmental impacts checklist questions on the following pages. Each possible answer is explained herein:

1) A "Potentially Significant Impact" is appropriate if there is enough relevant information and reasonable inferences from that information that a fair argument can be made to support a conclusion that a substantial or potentially substantial adverse change may occur to any of the physical conditions within the area affected by the proposed project. When one or more "Potentially Significant Impact" entries are made, an EIR is required.

2) A "Potentially Significant Unless Mitigation Incorporated" answer is appropriate when the applicant has agreed to incorporate a mitigation measure to reduce an impact from "Potentially Significant" to "Less than Significant." For example, impacts to flood waters could be reduced from a "potentially significant impact" to a "Less Than Significant impact" by relocating a building to an area outside the floodway. The lead agency must describe the mitigation measures, and briefly explain how the measures would reduce the impact to a Less Than Significant level.

3) A "Less Than Significant Impact" is appropriate if there is evidence that one or more environmental impacts may occur, but the impacts are determined to be less than significant or the application of development policies and standards to the project will reduce the impact(s) to a Less Than Significant level. For example, the application of the City's Improvement Standards reduces potential erosion impacts to a less-than-significant impact.

4) A "No Impact" answer is appropriate where it can be clearly seen that the impact at hand does not have the potential to adversely affect the environment. For example, a project in the center of an urbanized area will clearly not have an adverse effect on agricultural resources or operations.

5) A "Meets Criteria for 15183/21083.3" answer is appropriate where the project meets the criteria for CEQA Guidelines Section 15183 and CEQA Section 21083.3, therefore not requiring any further environmental review. The CEQA Guidelines Section 15183(a) states:

   i) "(a) CEQA mandates that projects which are consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site. This streamlines the review of such projects and reduces the need to prepare repetitive environmental studies."

   ii) "(j) This section does not affect any requirement to analyze potentially significant offsite or cumulative impacts if those impacts were not adequately discussed in the prior EIR. If a significant offsite or cumulative impact was adequately discussed in the prior EIR, then this section may be used as a basis for excluding further analysis of that offsite or cumulative impact."

All answers must take into account of the whole action involved, including off-site as well as on-site, cumulative as well as project level, indirect as well as direct, and construction as well as operational impacts except as provided for under CEQA Guidelines Section 15183 and CEQA Section 21083.3.

A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources cited in the parentheses following each response. A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards.

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture and Forestry	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Geology/Soils
☐ Greenhouse Gas Emissions	☐ Hazards and Hazardous Materials	☐ Hydrology/Water Quality
☐ Land Use/Planning	☐ Mineral Resources	☐ Noise
☐ Population/Housing	☐ Public Services	☐ Recreation
☐ Transportation/Traffic	☐ Utilities/Service Systems	☐ Mandatory Findings of Significance

On the basis of this initial evaluation:

☐ I find that the Proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

■ I find that although the Proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the proposed project have been made by or agreed to by the applicant. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the Proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the Proposed Project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the Proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR OR NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

January 10, 2014
Date

Mark Morse, Environmental Coordinator

City of Roseville, City Manager's Office
Organization

I. AESTHETICS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less-Than-Significant Impact	No Impact or Exempt per 21083.3
a. Have a substantial adverse effect on a scenic vista?	O	O	O	•
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings along a scenic highway?	O	O	O	•
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	O	O	•	O
d. Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?	O	O	•	O

Discussion of Checklist Answers:

a,b. **No Impact.** The City has not designated any specific scenic vistas to be protected in Roseville, and there is not a state-designated scenic highway in the project vicinity. There would be no impact. No mitigation is required.

c. Less Than Significant Impact. The proposed project proposes replacement of equipment within an existing operational electric substation. In its existing condition, the project site does not possess a valuable visual character. The site is in an area characterized by dense urbanization, including nearby freeway, office, motel and commercial uses. The site is not visible from the adjacent roadways. Views of the site from the east are blocked by an existing commercial building with no windows facing the substation. The site is visible from rear facing windows of the *Hampton Inn and Suites* looking north and from the existing office park looking south. However both of these site views are partially screened by landscape trees and shrubs planted along the outside of substation perimeter fencing. No vegetation exists within the fenced portion of the substation. Visible project features would be smaller in terms of mass and scale than existing on-site infrastructure improving the appearance of the site compared to the existing condition. The reconditioned substation would remain compatible with existing and surrounding uses. No new infrastructure or operational characteristics would be introduced that would substantially degrade the existing visual character of the site. Construction would be temporary and would not permanently degrade the character or quality of the project area and surroundings. This impact is less than significant. No mitigation is required.

d. **Less Than Significant Impact.** The proposed project would not include any project components that could increase glare in the project area. The substation site would continue to employ security night lighting consistent with existing conditions. Therefore, the proposed project would not create a new source of substantial light that would adversely affect nighttime views in the area. This impact is less than significant and no mitigation is required.

II. AGRICULTURE AND FOREST RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less-Than-Significant Impact	No Impact or Exempt per 21083.3
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	O	O	O	•
b. Conflict with existing zoning for agricultural use or conflict with a Williamson Act contract?	O	O	O	•
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	O	O	O	•
d. Result in the loss of forest land or conversion of forest land to non-forest use?	O	O	O	•
e. Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to non-agricultural use?	O	O	O	•

Discussion of Checklist Answers:

a-e. **No Impact.** The project site is fully surrounded by urban uses and contains no Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or active agricultural operations. The project would not involve the loss of any forest land. The project site is not zoned for any agricultural use or designated for agricultural use by the City's General Plan or zoning ordinance. No agricultural operations exist in the project vicinity, and the project would not involve any changes that could result in conversion of any farmland to a non-agricultural use or forestland to non-forest land use. Therefore, there would be no impact related to agricultural and forest resources. No mitigation is required.

III. AIR QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less-Than-Significant Impact	No Impact or Exempt Per 21083.3
a. Conflict with or obstruct implementation of the applicable air quality plan?	O	O	•	O
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	O	O	•	O
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is a non-attainment area for an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	O	O	•	O
d. Expose sensitive receptors to substantial pollutant concentrations?	O	O	•	O
e. Create objectionable odors affecting a substantial number of people?	O	O	•	O

Discussion of Checklist Answers:

a. **Less Than Significant Impact**. The proposed project site is under the jurisdiction of the Placer County Air Pollution Control District (PCAPCD) within the Sacramento Valley Air Basin (SVAB). The SVAB is designated nonattainment for the federal particulate matter 2.5 microns in diameter (PM2.5) and the State particulate matter 10 microns in diameter (PM10) standards, as well as for both the federal and State ozone standards. In order to address the federal nonattainment for ozone, the PCAPCD, along with other local air districts in the SVAB, is required to comply with and implement the State Implementation Plan (SIP) to demonstrate when and how the region can attain the federal ozone standards. As such, the PCAPCD, along with the other air districts in the region, prepared the Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan (Plan) in December 2008. The PCAPCD adopted the Plan on February 19, 2009. The California Air Resources Board (CARB) determined that the Plan meets Clean Air Act requirements and approved the Plan on March 26, 2009 as a revision to the SIP. Accordingly, the Plan is the applicable air quality plan for the proposed project site. It should be noted that an update to the Plan, the Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan (2013 SIP Revisions), has been prepared and was approved and adopted on September 26, 2013. The 2013 Revisions to the Sacramento Regional 8-Hour Ozone Attainment and

Reasonable Further Progress Plan will be submitted to the U.S. Environmental Protection Agency (EPA) as a revision to the SIP.

The Plan demonstrates how existing and new control strategies would provide the necessary future emission reductions to meet the federal Clean Air Act requirements, including the National Ambient Air Quality standards (NAAQS). Adoption of all reasonably available control measures is required for attainment. Measures could include, but are not limited to the following: regional mobile incentive programs; urban forest development programs; and local regulatory measures for emission reductions related to architectural coating, automotive refinishing, natural gas production and processing, asphalt concrete, and various others.

A conflict with, or obstruction of, implementation of the Plan could occur if a project generates greater emissions than what has been projected for the site in the emission inventories of the Plan. Emission inventories are developed based on projected increases in population, employment, regional vehicle miles traveled (VMT), and associated area sources within the region, which are based on regional projections that are, in turn, based on the General Plan land use and zoning designations for the region. In addition, general conformity requirements of the Plan include whether a project would cause or contribute to new violations of any NAAQS, increase the frequency or severity of an existing violation of any NAAQS, or delay timely attainment of any NAAQS.

The proposed project would not modify the existing land use or operations on the site. Thus, the project would not conflict with the emissions inventories of the Plan, and would be considered consistent with the Plan. In addition, the PCAPCD's permits, rules, and regulations are in compliance with the Plan, and the proposed project is required to comply with all applicable PCAPCD rules and regulations. Furthermore, as analyzed and determined in the discussions below, the proposed project would not result in project-level construction emissions that would exceed the applicable thresholds of significance. Thus, the project would not cause or contribute to new violations of any NAAQS, increase the frequency or severity of an existing violation of any NAAQS, or delay timely attainment of any NAAQS.

Because the proposed project would not conflict with the emissions inventories of the regional air quality plan, would result in emissions below the thresholds of significance, and would not conflict with or obstruct implementation of the applicable air quality plan, impacts would be considered less than significant.

b. Less Than Significant Impact. In order to evaluate ozone and other criteria air pollutant emissions and support attainment goals for those pollutants that the area is designated nonattainment, the PCAPCD recommends significance thresholds for emissions of PM_{10}, carbon monoxide (CO), and ozone precursors – reactive organic gases (ROG) and nitrous oxides (NO_X). The significance thresholds, expressed in pounds per day (lbs/day), listed in Table 2 are the PCAPCD's recommended thresholds of significance for use in the evaluation

of air quality impacts associated with proposed development projects. The City of Roseville, as lead agency, utilizes the PCAPCD's recommended project-level criteria air pollutant thresholds of significance for CEQA evaluation purposes. Thus, if the proposed project's emissions exceed the pollutant thresholds presented in Table 2, the project could have a significant effect on air quality and the attainment of federal and State Ambient Air Quality Standards.

Table 2
PCAPCD Recommended Thresholds of Significance

Pollutant	Construction/Operational Threshold (lbs/day)
ROG	82
NO_X	82
PM_{10}	82
CO	550

Source: PCAPCD, 2012.

Implementation of the proposed project would contribute local emissions in the area during construction of the proposed project. The proposed project's short-term construction-related emissions were estimated using the California Emissions Estimator Model (CalEEMod) version 2013.2.2 software (CalEEMod) - a statewide model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify air quality emissions, including GHG emissions, from land use projects. The model applies inherent default values for various land uses, including trip generation rates based on the Institute of Transportation Engineers (ITE) Manual, vehicle mix, trip length, average speed, etc. However, where project-specific data was available, such data was input into the model (e.g., construction equipment, timing, and phasing).

Construction Emissions

During construction of the project, various types of equipment and vehicles would temporarily operate on the project site. Construction exhaust emissions would be generated from construction equipment, earth movement activities, construction worker commutes, and construction material hauling for the entire construction period. The aforementioned activities would involve the use of diesel- and gasoline-powered equipment that would generate emissions of criteria pollutants. Project construction activities also represent sources of fugitive dust, which includes PM emissions. As construction of the proposed project would generate air pollutant emissions intermittently within the site, and the vicinity of the site, until

all construction has been completed, construction is a potential concern because the proposed project is in a non-attainment area for ozone and PM.

The project is required to comply with all PCAPCD rules and regulations for construction, including, but not limited to Rule 202 related to visible emissions and Rule 228 related to fugitive dust, which would be noted on County-approved construction plans. In addition, the City has adopted construction standards that apply to all projects within the City limits that require projects to meet specific engineering and design requirements. The proposed project would be required to comply with the City Department of Public Works Construction Standards, Section 111, that are intended to minimize fugitive dust and PM_{10} emissions during construction activities. Compliance with the engineering and design requirements would be noted on City-approved construction plans as well.

As shown in 2 above, the PCAPCD threshold of significance for construction is 82 pounds per day for ROG, NO_X, and PM_{10} and 550 pounds per day for CO. Table 3 below presents the estimated construction-related emissions of ROG, NO_X, PM_{10}, and CO resulting from the proposed project.

Table 3
Maximum Unmitigated Project Construction Emissions

Pollutant	Project Emissions (lbs/day)	PCAPCD Significance Threshold (lbs/day)
ROG	5.30	82.0
NO_X	35.71	82.0
PM_{10}	2.58	82.0
CO	25.04	550.0

Source: CalEEMod, November 2013 (See Appendix).

As shown in the table, the project's associated short-term construction-related emissions would be well below the PCAPCD thresholds of significance. Therefore, construction activities associated with development of the proposed project would not substantially contribute to the PCAPCD's nonattainment status for ozone or PM. Because the proposed project would not result in emissions above the PCAPCD's recommended thresholds of significance and would comply with PCAPCD rules and regulations for construction, the project would be considered to result in a less-than-significant impact associated with construction emissions.

Operational Emissions

Operational emissions of ROG, NO_X, CO, and PM_{10} are generated by mobile and stationary sources, including day-to-day activities such as vehicle trips to and from a project site, natural gas combustion from heating mechanisms, landscape maintenance equipment exhaust, and consumer products (e.g., deodorants, cleaning products, spray paint, etc.). However, as discussed previously, the proposed project would not modify the existing land use or operations on the project site. In addition, the substation would be generally unattended and would be supervised and controlled remotely consistent with current conditions. Thus, the proposed project would not involve mobile, stationary, or area sources and new operational emissions would not occur. Therefore, the proposed project would be considered to result in a less-than-significant impact associated with operational emissions.

Conclusion

Because the proposed project would not exceed the applicable thresholds of significance for air pollutant emissions during construction or operation, the project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. Therefore, implementation of the proposed project would result in a ***less-than-significant*** impact related to air quality.

c. **Less Than Significant Impact**. The proposed project is within a nonattainment area for ozone and PM. The growth and combined population, vehicle usage, and business activity within the nonattainment area from the project, in combination with other past, present, and reasonably foreseeable projects within Roseville and surrounding areas, could either delay attainment of the standards or require the adoption of additional controls on existing and future air pollution sources to offset emission increases.

The proposed project would only involve emissions during construction, as the substation is generally unattended, is supervised and controlled remotely, and would not involve operational emissions. Construction emissions are a one-time release and would occur temporarily (approximately three to four years in this case). Accordingly, the incremental contribution of the proposed project's construction-related emissions would not be cumulatively considerable. Therefore, the proposed project would result in a less-than-significant cumulative impact.

d. **Less Than Significant Impact**. The proposed project consists of the rehabilitation and rebuild of the existing Douglas Substation. As presented above, CO emissions were determined to be well below thresholds during both construction and operation of the proposed project. Emissions of CO result from the incomplete combustion of carbon-containing fuels such as gasoline or wood and are particularly related to traffic levels. As

the project does not involve operations on-site, the proposed project would not result in an increase in vehicle trips in the area. Accordingly, the proposed project would not cause substantial levels of CO at surrounding intersections or generate localized concentrations of CO that would exceed standards.

Toxic Air Contaminants (TACs) are a category of environmental concern as well. The CARB's Air Quality and Land Use Handbook: A Community Health Perspective (Handbook) provides recommendations for siting new sensitive land uses near sources typically associated with significant levels of TAC emissions, including, but not limited to, freeways and high traffic roads, distribution centers, and rail yards. The CARB has identified diesel particulate matter (DPM) from diesel-fueled engines as a TAC; thus, high volume freeways, stationary diesel engines, and facilities attracting heavy and constant diesel vehicle traffic are identified as having the highest associated health risks from DPM. Health risks from TACs are a function of both the concentration of emissions and the duration of exposure. Health-related risks associated with DPM in particular are primarily associated with long-term exposure and associated risk of contracting cancer.

Because the proposed project does not involve on-site operations, long-term operation of any stationary diesel engine or other major on-site stationary source of TACs would not occur. Emissions of DPM resulting from construction-related equipment and vehicles would be temporary. In addition, the nearest sensitive receptor would be the existing residences located nearly 950 feet south of the project site, opposite Douglas Boulevard. Therefore, the nearest sensitive receptors would not be expected to be exposed to substantial long-term concentrations of DPM emissions associated with construction of the proposed project.

Furthermore, the proposed project would not introduce any sensitive receptors to the area, and, thus, would not expose sensitive receptors to any existing sources of substantial pollutant concentrations.

In conclusion, the proposed project would not introduce sensitive receptors to the area and would not generate substantial levels of pollutant concentrations that would expose existing sensitive receptors in the area. Therefore, impacts related to exposing sensitive receptors to substantial pollutant concentrations would be less than significant.

e. **Less Than Significant Impact**. While offensive odors rarely cause any physical harm, they can be unpleasant, leading to considerable distress among the public and often generating citizen complaints to local governments and air districts. Project-related odor emissions would be limited to the construction period, when emissions from equipment may be evident in the immediately surrounding area. These activities would be short term and are not likely to result in nuisance odors that would violate PCAPCD odor regulations. This impact is therefore considered less than significant.

IV. BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less-Than-Significant Impact	No Impact or Exempt per 21083.3
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	O	O	O	•
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	O	O	O	•
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling hydrological interruption, or other means?	O	O	O	•
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	O	O	O	•
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	O	O	O	•
f. Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?	O	O	O	•

The biological information presented in this section is based on a review of existing information and a field visit conducted by City staff on December 2, 2013. The project site has been previously graded and is developed, operated and maintained as an electric substation. The project site slopes from west to east, has been improved with a combination of AC and crushed gravel surface and is surrounded by an 8-foot chain link fence topped with razor wire. No vegetation, special-status species, sensitive natural communities, or native trees occur on the project site.

Discussion of Checklist Answers:

a. **No impact.** The proposed project would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. No special-status species are known to inhabit the site and none were observed during the field survey. As described above, the site is improved and maintained by the City as an electric substation and does not support suitable habitat for special-status species that have the potential to occur in the project region. There would be no impact and no mitigation would be required.

b. **No Impact.** The project site does not support any riparian habitat or sensitive natural communities. In addition, no riparian habitat or sensitive natural communities occur adjacent to the project site. Therefore, the proposed project would not impact any riparian habitat or sensitive natural communities. No mitigation would be required.

c. **No Impact.** The project site is within a developed commercial area that lacks any natural surface drainage features or characteristics of wetland resources. No wetlands are contained on site or in the immediate vicinity. The site does not contain the physical characteristics to support any wetlands or other jurisdictional resources regulated by the U.S. Army Corps of Engineers (USACE) pursuant to Section 404 of the Clean Water Act (CWA); the Regional Water Quality Control Board (RWQCB) pursuant to Section 401 of the CWA and State Porter- Cologne Water Quality Control Act; and/or, the California Department of Fish and Game (CDFG) pursuant to Sections 1600 et seq. of CFG Code. In addition, no wetlands or other jurisdictional resources occur adjacent to the project site. Therefore, the proposed project would not result in any impacts on federally protected wetlands or other jurisdictional resources and no mitigation would be required.

d. **No Impact.** There are no wildlife corridors, linkages, or nursery sites on or adjacent to the project site. The site and immediate vicinity are located adjacent to I-80 and constrained by existing developments and do not contain habitat that would support a wildlife nursery site or contribute substantially to the assembly and function of any local or regional wildlife corridors or linkages. Therefore, the proposed project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. No mitigation is required.

e. **No Impact.** Chapter 19.66 (Tree Preservation) of Article IV (Special Area and Special Use Requirements) of Title 19 (Zoning) in the Roseville Municipal Code includes regulations controlling the removal and preservation of trees within the City of Roseville. A Protected Tree is defined in the Roseville Municipal Code as a native oak tree equal to or greater than six inches diameter at breast height (DBH) measured as a total of a single trunk or multiple trunks.

The project site does not support any trees. Therefore, the proposed project would not result in any impacts on Protected Trees regulated under the Roseville Municipal Code, and as such, would not conflict with any local policies protecting biological resources. No mitigation would be required.

f. **No Impact.** There are no approved Habitat Conservation Plans, Natural Conservation Community Plans, or other adopted plans that would apply to the proposed project. No mitigation would be required.

V. CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less-Than-Significant	No Impact or Exempt per 21083.3
a. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	O	O	O	•
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	O	•	O	O
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	O	•	O	O
d. Disturb any human remains, including those interred outside of formal cemeteries?	O	•	O	O

The project is graded and improved with asphalt paving and/or crushed gravel and accommodates an existing electric substation. The site is not located within a "medium" or "high risk" area according to the United Auburn Indian Community (UAIC) Cultural Resources Risk Map prepared for the City of Roseville. Previous ground disturbance and a lack of documented resources within the surrounding area indicates a low potential for the presence of cultural resources.

Discussion of Checklist Answers:

a. **No Impact.** No historical or architectural resources that meet the criteria of significance under CEQA are located on or adjacent to the project site. There would be no impact.

b. **Less Than Significant with Mitigation.** Given the potential depth of excavation (up to 18 feet for foundation construction), it is possible that ground-disturbing activities may uncover buried and previously unknown cultural resources. In the event that construction activities occur within previously undisturbed soils and buried cultural resources are discovered, such resources could be damaged or destroyed, potentially resulting in significant impacts on cultural resources. Implementation of Mitigation Measure CR-1 would reduce this impact to a Less Than Significant level.

Mitigation Measure CR-1 (Previously Unidentified Cultural Resources)

The City shall ensure construction specifications include the following information in the grading notes:

(a) Construction shall stop if potential cultural resources are encountered. It is possible that previous activities have obscured surface evidence of cultural resources. If signs of an archeological site, such as any unusual amounts of stone, bone, or shell, are uncovered during grading or other construction activities, work shall be halted within 100 feet of the find and the Roseville City Manager's Office shall be notified. A qualified archeologist shall be consulted for an on-site evaluation. If the site is or appears to be eligible for listing in state or federal registers, additional mitigation, such as further testing for evaluation or data recovery, may be necessary.

(b) In the event resources are discovered, the City shall request a qualified archaeologist assess the find, and determine whether the resource requires further study. Any previously undiscovered resources found during construction should be recorded on appropriate Department of Parks and Recreation (DPR) 523 forms and evaluated for significance under all applicable regulatory criteria.

(c) No further grading shall occur in the area of the discovery until the City approves the measures to protect the resources. Any archaeological artifacts recovered as a result of mitigation shall be donated to a qualified scientific institution approved by the Lead Agency where they would be afforded long-term preservation to allow future scientific study.

c. **Less Than Significant with Mitigation**. It is possible that ground-disturbing activities may uncover buried paleontological resources (i.e. fossils). In the event that construction activities occur within previously undisturbed soils and buried paleontological resources are discovered, such resources could be damaged or destroyed, potentially resulting in significant impacts on paleontological resources. Implementation of Mitigation Measure CR-2 would reduce this impact to a less-than- significant level.

Mitigation Measure CR-2 (Previously Unidentified Paleontological Resources)

(a) The City shall ensure construction specifications shall include the following information in the grading notes:

If substantial fossil remains (particularly vertebrate remains) are discovered during earth-disturbing activities on the project site, activities will stop immediately until a state-registered professional geologist or qualified professional paleontologist can assess the nature and importance of the find and a qualified professional paleontologist can recommend appropriate treatment. Treatment may include preparation and recovery of fossil materials

so that they can be housed in an appropriate museum or university collection and may also include preparation of a report for publication describing the finds. The applicant will be responsible for ensuring that recommendations regarding treatment and reporting are implemented.

d. **Less Than Significant with Mitigation.** There are no known formal cemeteries within the project area. However, there is always the possibility that ground-disturbing activities during construction may uncover previously unknown and buried human remains, which would be a potentially significant impact. Implementation of Mitigation Measure CR-3 would reduce this impact to a Less Than Significant level.

Mitigation Measure CR-3 (Inadvertent Discovery of Human Remains)

(a) The City shall ensure construction specifications include the following in the grading notes:

If human remains are discovered during any phase of construction, including disarticulated or cremated remains, the construction contractor shall immediately cease all ground-disturbing activities within 100 feet of the remains and notify Mark Morse, Environmental Coordinator, City of Roseville City Manager's Office.

(b) In accordance with California State Health and Safety Code Section 7050.5, no further disturbance shall occur until the following steps have been completed:

- The County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code (PRC) § 5097.98.
- If the remains are determined by the County Coroner to be Native American, the NAHC shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. It is further recommended that a professional archaeologist with Native American burial experience conduct a field investigation of the specific site and consult with the Most Likely Descendant (MLD), if any, identified by the NAHC. As necessary and appropriate, a professional archaeologist may provide technical assistance to the MLD, including but not limited to, the excavation and removal of the human remains.

VI. GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less-Than-Significant Impact	No Impact or Exempt per 21083.3
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	O	O	O	•
ii. Strong seismic groundshaking?	O	O	O	•
iii. Seismic-related ground failure, including liquefaction?	O	O	•	O
iv. Landslides?	O	O	O	•
b. Result in substantial soil erosion or the loss of topsoil?	O	O	•	O
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	O	O	•	O
d. Be located on expansive soil, as defined in Section 1803.5.3 of the 2010 CBC, creating substantial risks to life or property?	O	O	•	O
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	O	O	•	O

Discussion of Checklist Answers:

a. **Less Than Significant Impact.** Several faults have been identified within 60 miles of the Sacramento area. However, no known active faults are located in Placer County, including the project vicinity, and the south Placer County area is classified as a low- severity earthquake zone. Three inactive faults lie within the immediate Roseville vicinity: the

Volcano Hill fault, extending approximately 1 mile northwesterly from just east of Roseville city limits; the Linda Creek fault, extending along a portion of Linda Creek through Roseville and a portion of Sacramento County; and an unnamed fault extending east to west between Folsom Lake and Rocklin. Portions of this fault are concealed, but they are possibly connected to the Bear Mountain fault near Folsom Lake. No Alquist-Priolo Earthquake Fault Zones are located in Roseville or Placer County.

The project site is not expected to experience faulting, strong ground shaking, seismically related ground failure, or liquefaction. Further, as part of project approvals, the City will review the site-specific geotechnical study prepared for the project and design and construction documents to ensure compliance with applicable California Building Code (CBC) regulations for seismic safety as well as the City of Roseville Design and Construction Standards. The project would consist of non-occupied structures. No mitigation is required.

The project site is generally flat and there are no steep slopes in the project vicinity that pose a risk to the project site. No mitigation is required.

b. **Less Than Significant Impact.** Construction of the proposed project would involve staging of materials and construction equipment on site and trenching and excavations for conduit and foundation footings. Ground disturbing activities would temporarily expose soil to wind or water erosion. To minimize erosion during construction, the City will require the project contractor to implement a storm water pollution prevention plan (SWPPP) to comply with the National Pollutant Discharge Elimination System (NPDES) general permit administered by the State Water Resources Control Board. The SWPPP will identify structural and nonstructural best management practices (BMPs) to control erosion. The SWPPP will include spill prevention and control plan to ensure transport, storage, and handling of hazardous materials required for construction is conducted in a manner consistent with relevant regulations and guidelines. In addition, the project will comply with the City's Design and Construction Standards, which prescribe erosion/sediment control and grading requirements addressing erosion. Following construction no soils would be left exposed. The entire site would be covered by asphalt concrete, crushed rock or a similar surface which would not be susceptible to erosion. Impacts would be less than significant and no mitigation is required.

c. **Less Than Significant Impact.** Lateral spreading, a phenomenon associated with liquefaction, subsidence, or other geologic or soils conditions that could create unstable subsurface conditions that could affect the proposed project features, is not a significant hazard for the project site. During project design and prior to construction, the City will ensure the design specifications in the site-specific geotechnical report prepared for the project are incorporated into the project, in accordance with City of Roseville Design and Construction Standards. Impacts would be less than significant and no mitigation is required.

d. **Less Than Significant Impact.** The project site consists of an existing approximately 2-acre operational electric substation. New impervious surfaces would be installed as part of foundations that support above ground infrastructure. These new features could be susceptible to damage, depending upon underlying soil characteristics such as shrink-swell potential and low strength if not accounted for in project design. However, prior to final design and in conjunction with contract specifications, a site-specific geotechnical study with design and construction specifications would be completed in accordance with the City's Mitigating Ordinances, Guidelines, and Standards, and the City would ensure the project includes required elements. The City would inspect construction to ensure it complies with geotechnical requirements. Impacts would be less than significant and no mitigation is required.

e. **No Impact.** No restrooms would be constructed as part of the proposed project, and there would be no consequent increase in wastewater due to project implementation. Therefore, no impact on soils related to the use of septic tanks would occur. No mitigation is required.

VII. GREENHOUSE GAS EMISSIONS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less-Than-Significant Impact	No Impact or Exempt per 21083.3
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	O	O	•	O
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	O	O	•	O

Discussion of Checklist Answers:

a. **Less Than Significant Impact**. Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. Therefore, the cumulative global emissions of GHGs contributing to global climate change can be attributed to every nation, region, and city, and virtually every individual on Earth. A project's GHG emissions are at a micro-scale relative to global emissions, but could result in a cumulatively considerable incremental contribution to a significant cumulative macro-scale impact.

As discussed previously, the proposed project would not modify the existing land use or operations on the project site. The substation would be generally unattended and would be supervised and controlled remotely. Thus, the proposed project would not involve mobile, stationary, or area sources and new operational emissions, including GHG emissions, would not occur. Accordingly, the only increase in GHG emissions generated by the proposed project that would contribute to global climate change would occur during the construction phase, which would be temporary. Due to the inherently cumulative nature of global climate change, effects of which occur over a long period of time, a project's GHG emissions contribution is typically quantified and analyzed on an annual basis (i.e., annual operational GHG emissions). Construction-related GHG emissions are a one-time release that occurs over a short period of time; nonetheless, construction-related GHG emissions have been quantified for the proposed project.

The estimated construction-related GHG emissions attributable to the proposed project would be primarily associated with increases of CO_2 and other GHG pollutants, such as methane (CH_4) and nitrous oxide (N_2O), from mobile sources and construction equipment usage. The proposed project's short-term construction-related GHG emissions were estimated using the CalEEMod software - a statewide model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify GHG emissions from land use projects. The model quantifies direct GHG emissions from construction, which are expressed in annual metric tons of CO_2 equivalent units of measure (i.e., $MTCO_2e$), based on the global warming potential of the individual pollutants.

The estimated increase in GHG emissions associated with construction of the proposed project is summarized in Table 4.

Table 4 **Project Total Annual Construction GHG Emissions**	
	CO_2 emissions ($MTCO_2e$)
Total Construction GHG Emissions	**162.43**
Source: CalEEMod, November 2013 (See Appendix).	

As presented in the table, short-term emissions of GHG associated with construction of the proposed project are estimated to be 162.43 $MTCO_2e$. As stated above, because construction-related GHG emissions are a one-time release that occurs over a short period of time and are typically considered separate from operational emissions, construction-related GHG emissions are not typically considered to result in a substantial contribution towards global climate change. In addition, neither the PCAPCD nor the City has established thresholds of significance for construction-related GHG emissions. Due to the size of the proposed project and lack of any change to annual operational emissions, the GHG emissions resulting from construction of the proposed project are not expected to significantly contribute to the cumulative GHG levels of the area.

For comparison purposes, multiple agencies have developed draft interim thresholds of significance for GHG emissions, including the following:

- 1,100 $MTCO_2e$ per year according to Bay Area Air Quality Management District (BAAQMD);
- 1,600 $MTCO_2e$ per year according to CARB;
- 3,000 $MTCO_2e$ per year according to South Coast Air Quality Management District (SCAQMD); and
- 900 $MTCO_2e$ per year according to San Diego County.

The proposed project's construction-related emissions would be substantially below all of the draft interim thresholds of significance listed above for GHG emissions, and would occur only one time, not annually or over multiple years. Therefore, the proposed project's construction-related GHG emissions are not expected to cause a significant impact.

In conclusion, operational GHG emissions would be minimal and would not change as a result of the proposed project; however, construction of the proposed project would generate GHG emissions that would contribute to the overall GHG levels in the atmosphere. Although

the proposed project would contribute to GHG levels during construction of the proposed project, the incremental contribution to cumulative GHG emissions and global climate change would be minor. In addition, the GHG emissions resulting from construction of the proposed project would occur only once temporarily during construction. Therefore, the proposed project's contribution to global climate change through GHG emissions would be considered ***less-than-significant***.

VIII. HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less-Than-Significant Impact	No Impact or Exempt per 21083.3
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	O	O	•	O
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	O	O	•	O
c. Emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	O	O	O	•
d. Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	O	O	O	•
e. Be located within an airport land use plan area or, where such a plan has not been adopted, be within two miles of a public airport or public use airport, and result in a safety hazard for people residing or working in the project vicinity?	O	O	O	•
f. Be located within the vicinity of a private airstrip and result in a safety hazard for people residing or working in the project vicinity?	O	O	O	•
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	O	O	•	O
h. Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	O	O	O	•

Discussion of Checklist Answers:

a,b. **Less Than Significant Impact.** The proposed project would involve construction activities such as site preparation, concrete installation, and construction of substation infrastructure. These activities would involve the use of heavy equipment, which would contain fuels and oils, and various other products such as cements, paints, and adhesives. All hazardous materials used during construction would occur in compliance with applicable regulations. Hazardous materials common to electric substation operation would also be used during the operation phased. As part of the proposed project, the City will implement the following plans and special provisions to ensure the project would not create a significant hazard to the public or environment:

- The substation site will be securely fenced and equipped with high visibility "no tress pass" and "high voltage" signage to prevent and discourage entry by the general public.
- Compliance with the City's Multi-Hazard Mitigation Plan (approved by the Federal Emergency Management Agency) which requires contractors to transport and store materials in appropriate and approved containers along designated truck routes, maintain required clearances, and handle materials using fire department–approved protocols, as illustrated in Roseville Fire Code Ordinance 4594.
- Implementation of a spill prevention and control plan to minimize the exposure of people and the environment to potentially hazardous materials. The SWPPP will include spill prevention and control plan to ensure transport, storage, and handling of hazardous materials required for construction is conducted in a manner consistent with relevant regulations and guidelines.
- Compliance with the City of Roseville Design and Construction Standards and the City's Stormwater Quality BMP Guidance Manual for Construction (2007) and implement the requirements of the Placer County Flood Control and Water Conservation District's (PCFCWCD's) Stormwater Management Manual (Placer County Flood Control and Water Conservation District 1994).

In addition, the City of Roseville Fire Department is the Certified Unified Program Agency (CUPA) for Roseville. The Fire Department will review construction plans when finalized. The Fire Department is available to respond to hazardous materials complaints or emergencies, if any, during construction.

For these reasons, the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, and would not result in reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Implementation and compliance with the plans, standards, and special provisions described above would reduce any potential impacts to a less than significant level. No mitigation is required.

c. **No Impact.** There are no public or private schools located within one-quarter mile of the project site. Construction would not generate hazardous air emissions or handle acutely hazardous substances within one-quarter mile of a school.

d. **No Impact.** The project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.

e,f. **No Impact.** The project site is not located within an airport land use plan area, within 2 miles of an airport, or within the vicinity of a private airstrip.

g. **Less than Significant Impact**. The substation rebuild project will not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Therefore, the impact would be less than significant. No mitigation is required.

h. **No Impact.** According to the California Department of Forestry and Fire Protection (CDFFP) Placer County Natural Hazard Disclosure (Fire) map, the proposed project site is not located in a fire hazard region. There would be no impact associated with wildland fires. No mitigation is required.

IX. HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less-Than-Significant Impact	No Impact or Exempt per 21083.3
a. Violate any water quality standards or waste discharge requirements?	O	O	•	O
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge, resulting in a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre- existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?	O	O	O	•
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation onsite or offsite?	O	O	•	O
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding onsite or offsite?	O	O	•	O
e. Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	O	O	•	O
f. Otherwise substantially degrade water quality?	O	O	•	O
g. Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	O	O	O	•
h. Place structures within a 100-year flood hazard area that would impede or redirect flood flows?	O	O	O	•
i. Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	O	O	O	•
j. Contribute to inundation by seiche, tsunami, or mudflow?	O	O	O	•

Discussion of Checklist Answers:

a. **Less than Significant Impact.** The project site is within the Dry Creek watershed. The applicable waste discharge requirements for the proposed project are the Statewide General Construction Permit and the NDPES Storm Water Management Program (SWMP), which implements the General Permit for Stormwater Discharge from the CVRWQCB.

Construction would involve minor trenching and excavation for conduits and infrastructure foundations. Stormwater runoff during construction would not flow to any surface water bodies, but would be discharged to the storm drainage system. The City's Grading Ordinance requires grading plans to include an erosion control plan to eliminate off-site flows of sediment and to reduce site erosion to protect water quality in the storm drain system, and adjacent properties. The City would require the contractor to comply with the ordinance and prepare a SWPPP to meet the requirement of the City's General Permit for Stormwater Discharge from the CVRWQCB. With implementation of the BMPs, the impact would be less than significant because the BMPs are intended to ensure compliance with Basin Plan water quality standards and applicable NPDES requirements. No mitigation is required for construction.

During operation, stormwater from the site would be discharged to the City's storm drain system. It is anticipated that the rate and volume of runoff from the site would not noticeably change from existing conditions. While the project would introduce some new impervious surfaces to the site (i.e., new foundations to support above ground equipment), this new runoff would be offset by impervious surfaces removed (as a result of removing existing outdated equipment and related impervious surfaces).

With the incorporation of required construction site stormwater quality controls and design that includes BMPs consistent with the City's Urban Stormwater Quality Management Ordinance and Discharge Control Ordinance, the proposed project would be consistent with applicable permits and would, therefore, not violate and water quality standards or waste discharge requirements. No mitigation is required.

b. **No Impact.** The project site is located in the foothills North American Subbasin, which overlies the eastern central portion of the Sacramento Valley Groundwater Basin, which has a total surface area of approximately 351,000 acres, or 548 square miles. Groundwater recharge in the basin occurs mostly by infiltration from the Sacramento, Feather, and Bear Rivers, along with their tributaries. There are currently no artificial recharge areas for the North American Subbasin. The project site is mostly covered by crushed rock, and infiltration does serve to recharge groundwater.

Water for maintenance activities and existing perimeter landscaping would be obtained from existing City supplies and would be minimal. The project site would not substantially increase impermeable surface cover. Therefore, the proposed project would not substantially deplete groundwater supplies or interfere substantially with groundwater

recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level.

c. **Less than Significant Impact.** Stormwater runoff from the project site is collected in storm drains operated by the City. Drainage patterns at the site would be altered slightly, as runoff would be directed to the bioswale and dry streambed and from there to an outfall basin and a detention basin. However, these measures would likely result in less erosion onsite, as runoff would be directed to designated channels and basins rather than impacting the entirety of the project site. Stormwater would continue to flow to the storm drain system, but, as described in Item b, above, would be at a lower rate and volume. In addition, as described in Item a, above, erosion and sedimentation would be controlled through implementation of required BMPs.

d,e. **Less than Significant Impact.** The rate and volume of stormwater runoff from the project site is expected to remain unchanged post construction. While the project would introduce new impervious surfaces related to the new equipment, this new runoff would be offset by removal of a similar amount of older equipment. Because drainage would continue to be conveyed to the City's storm drain system without adversely affecting system capacity, there would be little, if any, potential to cause or exacerbate on-site or off-site flooding.

f. **Less Than Significant Impact.** The proposed project would not otherwise substantially degrade water quality. Refer to Items a and c, above.

g,h. **No Impact.** The project site is not within a special flood hazard area. The proposed project would not place housing in special flood hazard areas, and it would not redirect or impede flood flows because no physical changes in flood-prone areas are proposed.

i. **No Impact.** The project site is not within a designated flood inundation area. In addition, the improvements at the project site would consist of electrical infrastructure facilities. These features would not be occupied structures, and there would be no substantial risk of loss, injury, or death in the highly unlikely event of flooding at the project site.

j. **No Impact.** The project site is not located near an ocean coast or enclosed body of water that could produce a seiche or tsunami. It is not located near areas having steep slopes that would create mudflows.

X. LAND USE AND PLANNING

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less-Than-Significant Impact	No Impact or Exempt per 21083.3
a. Physically divide an established community?	O	O	O	•
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	O	O	O	•
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	O	O	O	•
d. Result in land use/operational conflicts between existing and proposed on-site or off-site land uses?	O	O	O	•

Discussion of Checklist Answers:

a. **No Impact.** Redevelopment of the Douglas Substation site would not physically divide an established community because the site is already developed and occupied with a substation use. Further, there would be no off-site improvements that would affect the surrounding community. There would be no impact.

b. **No Impact.** The applicable land use plan is the City of Roseville General Plan. The land use designation and zoning for the site is P/QP (Public/Quasi Public). This zoning district is intended to provide areas for necessary public infrastructure. The existing use and proposed project would remain consistent with the intended function of the land use and zoning designation for the site.

The project design has been reviewed by the City to ensure it incorporates and complies with applicable General Development Regulations (Roseville Municipal Code Chapter 10.20 et seq.). There would be no conflict with the general plan or zoning. No mitigation is required.

c. **No Impact.** There is no applicable habitat conservation plan or natural community conservation plan relevant to the project site. There would be no impact.

d. **No Impact.** The proposed project is situated in a fully developed urban environment and would be consistent with existing uses and surrounding land use context. It would not be a substantial source of noise or air emissions, create a public safety risk, or cause an

adverse change in the visual environment. Therefore, it would not result in land use or operational conflicts on- or off-site.

XI. MINERAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less-Than-Significant Impact	No Impact or Exempt per 21083.3
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	O	O	O	•
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	O	O	O	•

Discussion of Checklist Answers:

a,b. **No Impact.** As stated in the Roseville General Plan, mineral resources, consisting of sand and gravel, are limited and no mineral extraction operations currently exist or are anticipated to exist in the City. The City of Roseville has not designated the site as a locally important mineral resource area. There would be no impact.

XII. NOISE

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less-Than-Significant Impact	No Impact or Exempt per 21083.3
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	O	O	•	O
b. Expose persons to or generate excessive groundborne vibration or groundborne noise levels?	O	O	•	O
c. Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	O	O	•	O
d. Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	O	O	•	O
e. Be located within an airport land use plan area, or, where such a plan has not been adopted, within two miles of a public airport or public use airport and expose people residing or working in the project vicinity to excessive noise levels?	O	O	O	•
f. Be located in the vicinity of a private airstrip and expose people residing or working in the project vicinity to excessive noise levels?	O	O	O	•

Discussion of Checklist Answers:

a,c,d. **Less than Significant Impact.** The proposed project would result in the reconstruction of an existing operational electric substation site. The following evaluates the construction and operational impacts of the project.

The City of Roseville General Plan Noise Element has established Goals and Policies relating to evaluating noise impacts due to projects. The overall noise goal for the City is to protect the health and welfare of the community by promoting community development which is compatible with noise level criteria. The City Noise Element (2004) establishes noise standards for maximum allowable noise exposure due to transportation sources and performance standards for fixed noise sources. Transportation noise standards (60 dBA L_{dn}/CNEL) are applied at the outdoor activity area of noise sensitive land use (residential). Fixed noise sources are not to exceed 50 dBA L_{eq} and 70 dBA L_{max} during daytime hours (7:00 am to 10:00 pm) and 45 dBA L_{eq} and 65 dBA L_{max} during nighttime hours (10:00 pm to 7:00 am) as measured at the property line

of noise sensitive land uses or exceed the ambient sound level by +3 dBA at the noise sensitive land use property line, whichever is greater.

The City of Roseville Municipal Code, Health and Safety Ordinance Chapter 9.24 contains specific requirements for construction activities, stating that they are exempt from the provisions of the noise codes if all activities occur between 7:00 am and 7:00 pm Monday through Friday and 8:00 am to 8:00 pm on Saturday and Sunday, provided that all construction equipment is fitted with factory installed muffling devices and is maintained in good working order.

The existing noise environment at the site is dominated by vehicular noise attributable to traffic on I-80, Douglas Boulevard and North Sunrise Avenue. The nearest residential uses occur over 640 feet from the project site at 1605 Cardinal Way located southeast of the project site and south of Douglas Boulevard.

Construction Impacts

Construction of the proposed project would be a source of temporary or periodic increases in ambient noise levels that could be audible to nearby land uses. Construction will involve the loading and unloading of equipment and supplies, use of cranes to place equipment, drilling holes for power poles and trenching and excavation for conduit and foundations. The mix of equipment operating would vary depending on the activity being conducted on- site, and noise levels would vary based on the amount of equipment in operation and the location of the activity. Construction activities are not anticipated to result in excessive groundborne vibration or noise levels. As required by Chapter 9.24.030(G) of the City Code, construction activities would be limited to occur only between the hours of 7:00 A.M. and 7:00 P.M., Monday through Friday, and 8:00 A.M. and 8:00 P.M. on Saturdays and Sundays, as discussed previously under the Regulatory Setting. Chapter 9.24.030(G) also requires the use of exhaust and intake silencers for internal combustion engines used during construction to reduce noise levels associated with construction activities.

The City exempts noise associated with construction that occurs between the hours of 7:00 A.M. and 7:00 P.M. Monday through Friday and between 8:00 A.M. and 8:00 P.M. on Saturdays and Sundays because these hours are outside of the recognized sleep hours for residents and outside of evening and early morning hours and time periods where residents are most sensitive to exterior noise. Therefore, the proposed project would be exempt from the noise standards during these hours. No mitigation is required.

Operational Impacts

Operational noise is expected to be equal to or less than that generated by the existing facility. The rebuilt substation will be equipped with power circuit breakers that will operate during switching and clearance of faulty components in the power system. Noise generated by the spring operating mechanism of the circuit breaker would be similar to existing conditions and would not exceed the City General Plan acceptable noise levels

from non-transportation sources (as measured at the receptor's property line) of 50 dB during daytime hours and 45 dB during night time hours. The replacement transformers will also meet the City's General Plan acceptable noise levels as previously stated. Overhead powerlines would continue to generate low-level sounds that could potentially be heard when directly under, and particularly at night when the ambient noise level is reduced. Overall operational noise levels are expected to be less than less than the existing facility. As such operational noise levels would be minimal and not significantly contribute to current ambient noise levels. Therefore, impacts to permanent ambient noise levels would be less than significant.

b. **Less than Significant Impact.** Temporary construction activities at the project site could expose nearby off-site land uses (e.g., commercial, office, and motel) to elevated levels of groundborne vibration. However, based on FTA's Transit Noise and Vibration Impact Assessment (2006) and the existing distance to adjacent sensitive receptors from the project site, groundborne vibration associated with operation of construction equipment to be used on-site would not be considered substantial or excessive. No mitigation is required.

e,f. **No Impact.** The proposed project is not located within the immediate vicinity of an airport land use plan, within 2 miles of an airport, or within the vicinity of a private airstrip. There would be no impact.

XIII. POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less-Than-Significant Impact	No Impact or Exempt per 21083.3
a. Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	O	O	O	•
b. Displace a substantial number of existing housing units, necessitating the construction of replacement housing elsewhere?	O	O	O	•
c. Displace a substantial number of people, necessitating the construction of replacement housing elsewhere?	O	O	O	•

Discussion of Checklist Answers:

a. **No Impact.** The proposed project would rebuild an existing operational electric substation, and does not propose any new homes or businesses. The proposed project would not directly induce population growth because it proposes no significant employment-generating uses. It would not indirectly induce population growth because it would not extend roads or infrastructure into previously undeveloped areas. There would be no impact.

b,c. **No Impact.** The project site currently accommodates an existing electric substation. The proposed project would not displace people or housing. There would be no impact.

XIV. PUBLIC SERVICES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less-Than-Significant Impact	No Impact or Exempt per 21083.3
Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or a need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:				
a. Fire protection?	O	O	•	O
b. Police protection?	O	O	•	O
c. Schools?	O	O	O	•
d. Parks?	O	O	O	•
e. Other public facilities?	O	O	O	•

Discussion of Checklist Answers:

a,b. **Less Than Significant Impact.** The proposed project would reconstruct an existing operational electric substation. As part of the proposed project, similar to existing conditions, security lighting would be situated throughout the site in a manner that would ensure all areas are visible to fire protection and law enforcement officials. Because it involves the reconstruction of an existing facility, no increase in Fire or Police department staffing would be necessary to serve the project. These impacts would be less than significant.

c-d. **No Impact.** The proposed project would not result in a population increase that would require schools or parks. There would be no impact.

e. **Less Than Significant Impact.** Because the project involves the rebuilding of an existing facility, there would be no increased demand for other public facilities. There would be no impact.

XV. RECREATION

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less-Than-Significant Impact	No Impact or Exempt per 21083.3
a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	O	O	O	•
b. Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	O	O	O	•

Discussion of Checklist Answers:

a. **No Impact.** The proposed project does not involve creation of new housing or otherwise generate additional demand for recreational facilities. There would be no impact.

b. **No Impact.** The proposed project does not include recreational facilities or would it require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment. There would be no impact.

XVI. TRANSPORTATION/TRAFFIC

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less-Than-Significant Impact	No Impact or Exempt per 21083.3
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	O	O	•	O
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	O	O	•	O
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	O	O	O	•
d. Substantially increase hazards because of a design feature (e.g., sharp curves or dangerous intersections or incompatible uses (e.g., farm equipment)?	O	O	•	O
e. Result in inadequate emergency access?	O	O	•	O
f. Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	O	O	O	•

Discussion of Checklist Answers:

a,b,d. **Less than Significant Impact.** Because the project involves reconstruction of an existing operational substation which doesn't generate vehicle trips (other than routine maintenance visits by Roseville Electric crews) the project would not result in changes in vehicle circulation patterns or increase vehicle trips in the project vicinity. The proposed project would not alter the design of any roadways, and would therefore not include any design features that could result in increased safety hazards. Impacts would be less than significant.

c. **No Impact.** The proposed project would not result in a change in air traffic patterns because it is limited to reconstruction and operation of an existing electric substation. There would be no impact.

e. **Less than Significant Impact.** The project would not involve temporary road or lane closures during construction or operation and no emergency access routes would be affected by the project. No mitigation is required.

f. **No Impact.** The proposed project would not involve development of new residential or non- residential uses that would increase the demand on transit systems, bicycle networks, or pedestrian facilities, and, therefore, would not conflict with the City's overall transportation service goal. There would be no impact.

XVII. UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less-Than-Significant Impact	No Impact or Exempt per 21083.3
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	O	O	O	•
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	O	O	•	O
c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	O	O	O	•
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or would new or expanded entitlements be needed?	O	O	•	O
e. Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	O	O	•	O
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	O	O	•	O
g. Comply with federal, state, and local statutes and regulations related to solid waste?	O	O	•	O

Discussion of Checklist Answers:

a,b,e. **No Impact.** The proposed project does not include the construction of any restrooms, and would therefore not introduce any new wastewater to the project site. The proposed project would not increase population in the project vicinity, and there would be no additional wastewater flows that could have an adverse impact on wastewater treatment or conveyance systems in Roseville associated with the proposed project. Therefore, the proposed project would not result in the need for new or expanded wastewater facilities and would not have an adverse effect on wastewater treatment requirements. There would be no impact.

c. **Less Than Significant Impact.** Stormwater flows generated on the project site are currently conveyed to the City's storm drain system. No changes to on-site runoff volumes are anticipated as a result of the project. Therefore, there would be no need for construction

of new stormwater infrastructure or the expansion of existing infrastructure. Impacts would be less than significant.

d. **Less than Significant Impact**. There would be ongoing water use for the existing perimeter landscaping associated with the project site. This irrigation water would continue to be provided by the City. The project would not result in the need for new or expanded water supplies. This impact is less than significant and no mitigation is required.

f,g. **Less Than Significant Impact.** The Western Placer Waste Management Authority is a regional agency handling recycling and waste disposal for Roseville and surrounding areas. Their facilities include a Material Recovery Facility and the Western Regional Sanitary Landfill. Project construction would generate solid waste consisting of miscellaneous waste materials from reconstructing electric infrastructure. This would not affect landfill capacity because the amounts would not be substantial and would occur only during the construction period. As specified in the City's design/construction standards for solid waste (section 151), the City will ensure that its contractor meets with the designated Roseville Environmental Utilities inspector prior to beginning work to ensure that an approved plan is in place to store and dispose of all construction debris, according to relevant federal, state, and local statutes. No mitigation is required.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less-Than-Significant Impact	No Impact or Exempt per 21083.3
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self- sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	O	O	•	O
b. Does the project have impacts that are individually limited but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	O	O	•	O
c. Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	O	O	•	O

Discussion of Checklist Answers:

a. **Less than Significant Impact**. As stated above in *Biological Resources*, the proposed project would have no impact on habitat of a fish or wildlife species or population, no impact on any plant or animal community, and would not restrict the range of a rare or endangered plant or animal. In addition, as stated above in *Cultural Resources*, with the adoption of proposed mitigation, the proposed project would not significantly impact examples of the major periods of California history or prehistory.

b. **Less than Significant Impact**. The project's impacts would not be cumulatively considerable. No mitigation is required to mitigate cumulative impacts.

For natural resource topics (aesthetics, agriculture and forest resources, biological resources, cultural resources, geology and soils, hydrology and water quality, and mineral resources), there would be no cumulative effects because no resources would be adversely affected, or the project effects would be localized and of limited extent. Similarly, the project would involve minimal hazardous materials use, the risks of which are

site-specific and are extensively regulated, and do not combine with similar effects to cause a cumulative effect.

The proposed project would not induce population growth or result in the development of new housing or employment-generating uses; therefore, it would not combine with cumulative development to create a cumulative effect regarding increased demand for services or utilities, the expansion of which could result in significant environmental effects.

c. **Less than Significant Impact**. There would be no significant adverse effects on human beings. There would be no significant increase in operational air emissions or noise levels as a result of the proposed project. For all other topics, there would be either no impact or a less than significant impact, in some cases with mitigation.

4. REPORT PREPARERS

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