INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION

NC-55B Park Project

March 2013

Lead Agency:

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

Prepared by:

ICF International
630 K Street, Suite 400
Sacramento, CA 95814

NOTICE OF INTENT
TO ADOPT A MITIGATED NEGATIVE DECLARATION FOR THE PROPOSED NC-55B PARK PROJECT

Public Notice is hereby given that an Initial Study/Mitigated Negative Declaration (IS/MND) (environmental report) is available for public review for the NC-55B Park Project.

Project Description and Location: The project is a proposal by the City of Roseville, Parks, Recreation & Libraries Department to develop a park on a 3.26-acre site located between Roseville Parkway and Market Place Drive. The proposed park project would consist of the following elements:

- A footbridge with enhanced concrete over a new constructed drainage swale
- A looped pathway that will connect to an existing bike trail
- A children's play area
- Educational signage
- Incorporation of an existing basketball court
- A drinking fountain
- A pedestrian light and bike parking
- A covered picnic area
- A lookout point with bench seating
- A multi-use turf area
- A constructed drainage swale with boulders and water quality enhancement plants

Document Review and Availability: The public comment period will extend from March 29 to April 29, 2013. Copies of the IS/MND are available for public review at the 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 reviewed and/or downloaded from the City of Roseville web site via the following link: http://www.roseville.ca.us/gov/community_development/edpn.asp

During the public review period written comments on the IS/MND may be provided to:

Mr. Mark Morse, Environmental Coordinator
Roseville City Manager's Office
311 Vernon Street
Roseville, CA 95678
mmorse@roseville.ca.us

MITIGATED NEGATIVE DECLARATION

PROJECT TITLE: NC-55B Park Project
PROJECT LOCATION: Roseville Parkway and Market Place Drive, City of Roseville.
DATE: March 29, 2013
PROJECT APPLICANT: City of Roseville, Parks, Recreation & Libraries Department
LEAD AGENCY: City of Roseville
CONTACT PERSON: Mark Morse, Environmental Coordinator: (916) 774-5334

PROJECT DESCRIPTION: The City of Roseville, Parks, Recreation & Libraries Department is proposing to develop a park on a 3.26-acre site within the City of Roseville's North Central Roseville Specific Plan Area. The proposed NC-55B Park Project occurs south of State Route 65, north of Roseville Parkway, and east of Pleasant Grove Boulevard (Figure 1). The site is bound by Market Place Drive on the north, undeveloped open space to the south and west, and the Villemont Subdivision to the east. The proposed park project would consist of the following elements: a footbridge with enhanced concrete over a new constructed drainage swale; looped pathway that will connect to an existing bike trail; children's play area; educational signage; an existing basketball court; drinking fountain; pedestrian light and bike parking; covered picnic area; lookout point with bench seating; a multi-use turf area; and a constructed drainage swale with boulders and water quality enhancement plants.

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 April 29, 2013. 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: March 29 – April 29, 2013

Initial Study Approved By:

Mark Morse, Environmental Coordinator

Initial Study/Mitigated Negative Declaration
NC-55B Park Project

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

Prepared by:

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630 K Street, Suite 400
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March 2013

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FIGURES

TABLES

I. INTRODUCTION

This project-level initial study/mitigated negative declaration (IS/MND) has been prepared for the NC-55B Park 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 public and agency review as required by CEQA. Because state agencies will act as responsible or trustee agencies, the City will circulate the IS/MND to the State Clearinghouse of the Governor's Office of Planning and Research for distribution and a minimum 30-day review period.

During the review period, written comments may be submitted to: Mr. Mark Morse, Environmental Coordinator

City of 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 3.26-acre proposed park site occurs in the City of Roseville's North Central Roseville Specific Plan Area and lies south of State Route 65, north of Roseville Parkway, and east of Pleasant Grove Boulevard (Figure 1). The site is bound by Market Place Drive on the north, undeveloped open space to the south and west, and the Villemont Subdivision to the east. An existing bike path runs along the south and west edges of the project site. Figure 2 shows the boundary of the project site and adjacent undeveloped open space and developed residential and commercial areas.

PROJECT SETTING

The project site was previously graded and is currently a vacant lot with sparse, disturbed annual grassland vegetation. Open space associated with the Highland Reserve South Preserve occurs along the western and southern edges of the project site and contains annual grassland, seasonal wetlands (including vernal pools), and an unnamed tributary to Pleasant Grove Creek.

Commercial uses are located to the north, including fast food restaurants and retail stores. A small commercial development is located to the southwest; all other areas in the immediate project vicinity are residential.

PROJECT DESCRIPTION

The proposed project involves the development of a City-owned park on the 3.26-acre site, including facilities and amenities to support the use of the site for recreation. Figure 3 shows the current conceptual plan for the proposed park. As shown in this figure, the park facilities would consist of the following elements:

- A footbridge with enhanced concrete over a new constructed drainage swale
- A looped pathway that will connect to an existing bike trail
- A children's play area
- Educational signage
- Incorporation of an existing basketball court
- A drinking fountain
- A pedestrian light and bike parking
- A covered picnic area
- A lookout point with bench seating
- A multi-use turf area

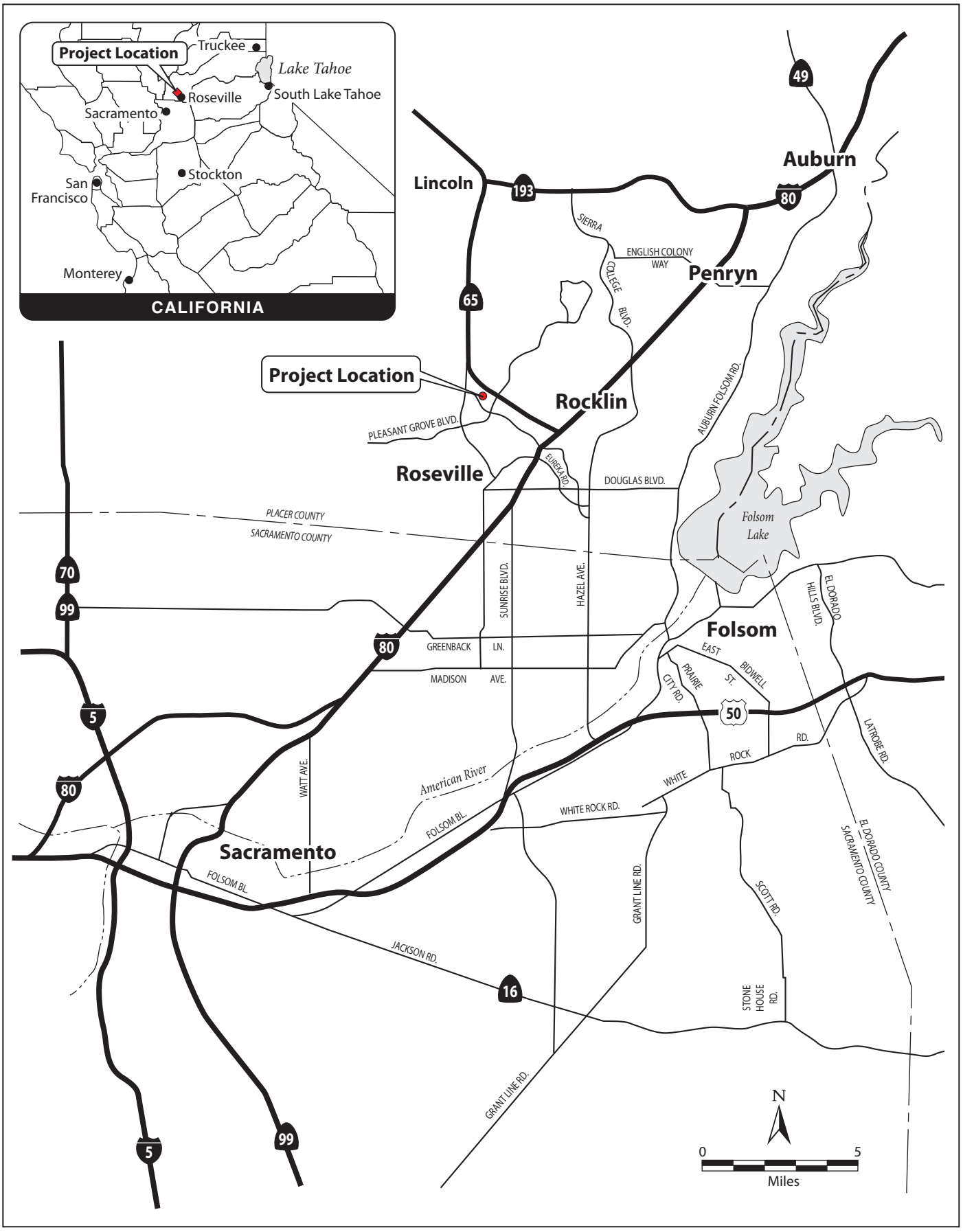

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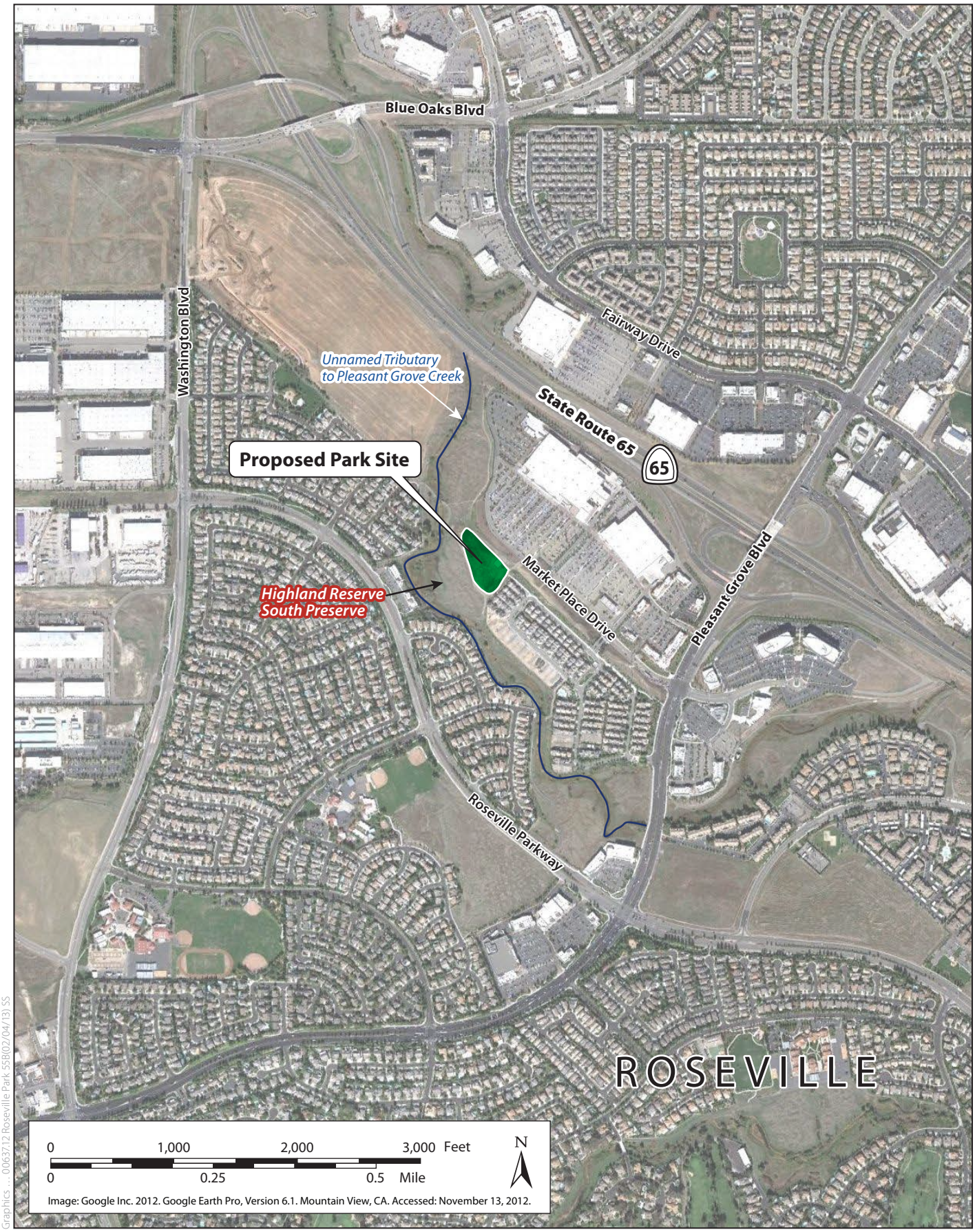
Figure 1
Regional Location



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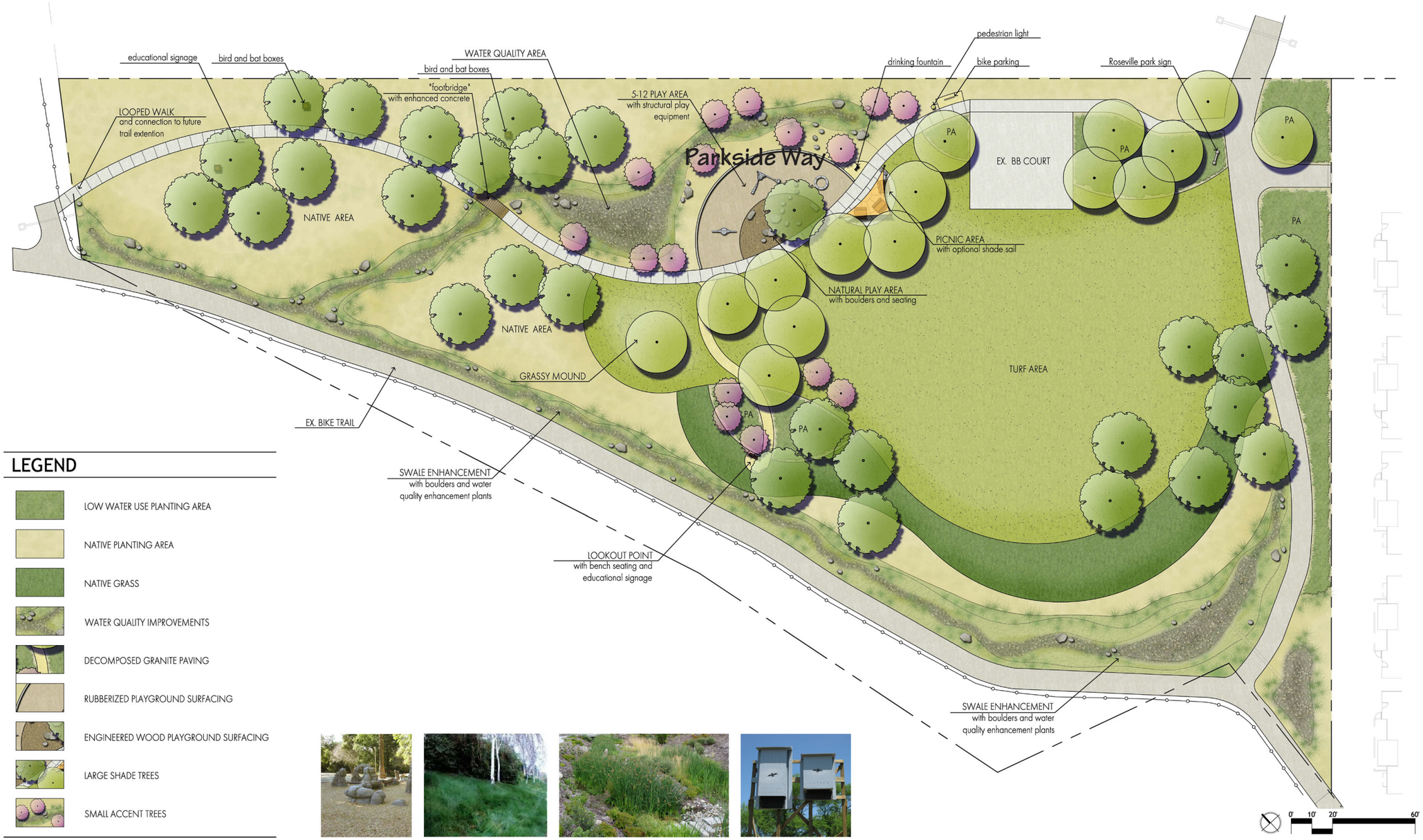
ICF INTERNATIONAL

Figure 2
Project Location



LEGEND

- LOW WATER USE PLANTING AREA
- NATIVE PLANTING AREA
- NATIVE GRASS
- WATER QUALITY IMPROVEMENTS
- DECOMPOSED GRANITE PAVING
- RUBBERIZED PLAYGROUND SURFACING
- ENGINEERED WOOD PLAYGROUND SURFACING
- LARGE SHADE TREES
- SMALL ACCENT TREES

ROSEVILLE PARK SITE 55B

MASTER PLAN

APRIL 11, 2011

QUADRIGA
landscape architecture and planning, inc.
sacramento | santa rosa
2613 | street, sacramento, ca 95816
t 916.441.2129 | 916.441.2174 quadriga-inc.com

Figure 3
Site Plan

- A constructed drainage swale with boulders and water quality enhancement plants

The proposed project would include the installation of a new security light strategically placed on the project site to enhance the security of the site. Based on preliminary design, it is anticipated there would be up to 1 light located adjacent to the children's play area. The light pole would be approximately 16 feet tall. The lighting fixture would have a decorative "Dark Sky" full cutoff light shields and baffles, which would direct light downward. This minimizes light from traveling upward, and it would also prevent horizontal light spillover onto adjacent properties. The light would be on an automatic timer. The light would be on in the evening hours until 10PM. The light would be equipped with an energy-efficient LED bulb system that provides the required amount of illumination.

Street lighting along the adjacent public streets would be in accordance with the City street lighting requirements. If a City light pole needs to be relocated to accommodate project design or utility modifications, it would be replaced by a similar one.

LANDSCAPING

Landscaping for the park site will include a multi-use turf area with irrigation controllers designed to maximize efficiency and reduce water consumption. The landscape plan also includes a constructed swale with cobbles and water quality enhancement plants. The constructed swale is designed to capture and contain on-site storm water runoff so it can be safely directed to receiving waters without impacting adjacent wetlands within the Highland Reserve South Preserve.

UTILITY COORDINATION

Operation of the proposed project would require connection to existing water, storm drainage, and electric utilities located in adjoining streets. Upsizing of utilities is not anticipated. Currently, the City does not anticipate the need to relocate existing facilities and there are none that conflict with proposed improvements. The City would use existing water sources for landscape purposes.

CONSTRUCTION

Activities

Construction of the proposed project would require the removal of the annual vegetation on the project site. Following initial clearing, the site would be rough-graded, and any required drainage improvements or other underground utilities (water and electrical) would be installed. Concurrently, excavation and foundation work would be completed for the light pole and other amenities. Following completion of the foundation work, the finish grading would be done. Final stages of construction would include the installation of the play area, drinking fountain, lookout point, and landscaping.

Construction Access and Staging

Construction access to the project site is available from existing public roadways/bikeways (Market Place Drive to the existing bike path that enters the site from the east). Utility connections may require travel lanes to be reduced temporarily, but one lane would remain open at all times. All construction staging (equipment and materials) would be located on the project site.

Construction Phases and Equipment

A list of the construction phases and equipment that may be used during the project is provided in Table 1 below. The equipment listed in this table was used in the air quality and greenhouse gas emissions evaluation provided in Section 3 of this IS.

Table 1 Construction Phases and Equipment

Phase	Equipment	Number of Pieces
Initial clearing	Skip loader Backhoe Trencher	1 1 1
Rough-grading	Skip Loader	1
Drainage and utilities	Trencher	1
Excavation and foundation work	Backhoe	1
Finish grading	Skip Loader	1
Installation of light poles, play area, metal art, and fitness structures	Backhoe	1
Landscaping	Dump truck	1

SCHEDULE

It is estimated that construction of the proposed project would take approximately 4 months, beginning in July 2013 and ending in November 2013.

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)
- North Central Roseville Specific Plan and Landscape Design Guidelines (Resolution 90-170)

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.asp) 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 PIan

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
- Master Plan/Construction Document approval – Roseville City Council

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.

March 29, 2013
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 would create a park consistent with the adopted NCRSP Design Guidelines at a site that contains a concrete basketball court surrounded by unutilized land dominated by non-native annual grassland species. In its existing condition, the project site does not possess a valuable visual character. The site is in an urban area with adjacent residences and nearby commercial uses to the east and north. Visible project features such as new play structures and exercise facilities would be smaller in terms of mass and scale than surrounding buildings, and the current basketball court would be incorporated into the project site. The proposed project would include aesthetically pleasing landscaping, public art features, and facilities that would be a visual improvement compared to the site's existing condition. It would be compatible with existing and adjacent residential and commercial uses. No operational characteristics of the proposed project would introduce a new use that would degrade views. 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 proposed project would be illuminated at night, including one new security light designed to increase safety for park users. This new lighting could affect nighttime views.

Nighttime ambient light levels in and around the project are subdued. Sources of nighttime lighting on the project site include several City street light poles on the southwest side of Market Place Drive. Other sources of nighttime lighting are limited to porch lights, lights emanating from the interiors of residences, and street lights on nearby streets, including Talmont Circle.

The proposed project would increase the amount of nighttime lighting at the project site as a result of installation of new lighting, as described in the *Project Description*. However, the overall visual impression of nighttime lighting resulting from the proposed project would not differ substantially from ambient conditions, as there would be only one new light and it would be strategically placed to ensure the amount of new lighting is limited to that required to increase security for nighttime park users. In addition, use of "Dark Sky" full cutoff light shields and baffles, lighting layout, and the height of the light poles have been designed to prevent light spillover outside the property boundary. New landscaping would also be installed throughout the park, including trees, which would partially obscure views of project lighting.

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 in an urban area and does not contain 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**. Placer County is currently designated a nonattainment area for the federal 8-hour ozone and PM2.5 standards, as well as for the state ozone and PM10 standards (U.S. Environmental Protection Agency 2012; California Air Resources Board 2012).[1] The *Sacramento Regional 8-Hour Attainment and Reasonable Further Progress Plan* (Ozone Plan), which is intended to address ozone issues in the Sacramento Valley Air Basin (SVAB), was adopted by the Placer County Air Pollution Control District (PCAPCD) on August 11, 2011. Counties in the Sacramento area (Sacramento, Yolo, Placer, El Dorado, Solano, Sutter, and Butte) have also adopted the *Northern Sacramento Valley Planning Area 2009 Triennial Air Quality Attainment Plan* (Triennial Plan) to achieve the health-based ozone standard.

A project is deemed inconsistent with air quality plans if it would result in population and/or employment growth that exceeds estimates used to develop applicable air quality plans,

[1] PM2.5 refers to particulate matter less than or equal to 2.5 microns in diameter. PM10 refers to particulate matter less than or equal to 10 microns in diameter.

which, in turn, would generate emissions not accounted for in the regional emissions budgets. Therefore, the proposed project is evaluated to determine if it is consistent with the land use designations and growth anticipated in the Ozone Plan and Triennial Plan prepared for the SVAB.

The purpose of the proposed project is to develop a City-owned park to support recreational activities, which is consistent with land use zoning in the City of Roseville General Plan. As discussed in Section XVI, *Transportation/Traffic*, the proposed project would not permanently change the existing or planned transportation network or traffic patterns in the area. Likewise, as described in Section X, *Land Use and Planning*, the project would not conflict with any applicable land use plan or policy. The proposed project would generate emissions during construction and operation (discussed below), but these emissions would be minimal and are not expected to impede attainment or maintenance of the NAAQS or CAAQS. Consequently, the project would not conflict with or obstruct implementation of the Ozone and Triennial Plans. Therefore, the impact would be less than significant.

b. **Less Than Significant Impact**. Implementation of the project would result in short-term emissions during construction, as well as minor emissions during project operation. Potential impacts associated with project construction and operations are discussed below.

Construction

Construction activities associated with the proposed project would generate short-term emissions of reactive organic gases (ROG), nitrogen oxides (NO_X), carbon monoxide (CO), PM10, PM2.5, and sulfur dioxide (SO_2) (refer to Section VII, *Greenhouse Gas Emissions*, for a discussion of greenhouse gas impacts). Emissions would originate for heavy equipment use, worker vehicle trips, material deliveries, and site grading. Construction-related emissions would vary depending on the level of activity, the specific construction operations, and wind and precipitation conditions.

Construction emissions were estimated using emission factors generated by the California Emissions Estimator Model (CalEEMod), version 2011.1.1, and the California Air Resources Board's (ARB) EMFAC2011. Based on information provided by the City of Roseville, it was assumed that construction would involve seven phases between April 1, 2013 and July 12, 2013 (see Appendix A for a description of construction phases). Construction activities during two of these periods of time will likely occur concurrently. To ensure a conservative analysis, maximum daily emissions during these two periods of overlap were estimated assuming all equipment would operate at the same time. Detailed information on emissions modeling and quantification methods are provided in Appendix A.

An estimate of emissions associated with construction of the proposed project is presented in Table 2. As noted above, emissions are summarized during periods of construction activity overlap, as opposed to by individual construction phase. This approach is necessary to evaluate the maximum daily emissions that would be generated by concurrent construction activities.

Table 2 Estimated Construction Emissions (Pounds Per Day)

Construction Period	ROG	NO_X	CO	PM10	PM2.5	SO_2
4/1 – 4/5	1.63	11.15	7.27	0.87	0.87	0.01
4/8 – 4/12 [a]	0.92	5.75	5.04	0.79	0.52	0.01
4/15 – 5/24	0.70	4.23	2.96	0.36	0.36	0.00
5/27 – 5/31	0.66	7.00	3.27	0.66	0.39	0.01
6/3 – 6/14 [a]	0.30	3.82	2.27	0.16	0.15	0.01
6/15 – 7/12	0.20	1.27	1.41	0.10	0.10	0.00
PCAPCD Recommended Thresholds	82	82	-	82	-	-
Significant?	*No*	*No*	-	*No*	-	-

Source: CalEEMod (refer to Appendix A); Placer County Air Pollution Control District 2012
[a] Period includes one or more phase (see Appendix A).

As shown in Table 2, criteria pollutant emissions associated with construction of the project would be well below the applicable PCAPCD recommended emissions thresholds. Moreover, as described in Chapter 2, *Project Description*, the project will comply with City of Roseville Design and Construction Standards. Pursuant to standard City practice, the following PCAPCD adopted Rules are applicable to the proposed project and will be included on the project's approved engineering plan.

1. Construction equipment exhaust emissions shall not exceed PCAPCD Rule 202 visible emission limitations. Operators of vehicles and equipment found to exceed opacity limits are to be immediately notified by PCAPCD to cease operations and the equipment must be repaired within 72 hours. (Based on PCAPCD Rule 202)
2. The contractor shall suspend all grading operations when fugitive dust exceeds PCAPCD Rule 228 (fugitive dust) limitations. The prime contractor shall be responsible for having an individual who is ARB-certified to perform visible emissions evaluations (VEE). This individual shall evaluate compliance with Rule 228 on a weekly basis. It is to be noted that fugitive dust is not to exceed 40% opacity and not go beyond the property boundary at any time. Lime or other drying agents utilized to dry out wet grading areas shall not exceed PCAPCD Rule 228 fugitive dust limitations. Operators of vehicles and equipment found to exceed opacity limits will be notified by PCAPCD and the equipment must be repaired within 72 hours. (Based on PCAPCD Rule 228)
3. During construction, traffic speeds on all unpaved surfaces shall be limited to 15 miles per hour or less. (Based on PCAPCD Rule 228 / Section 401.2)
4. During construction, no open burning of removed vegetation shall be allowed unless permitted by the PCAPCD. All removed vegetative material shall be either chipped on site or taken to an appropriate recycling site, or if a site is not available, a licensed disposal site. (Based on PCAPCD Rule 310)
5. A person shall not discharge into the atmosphere volatile organic compounds (VOCs) caused by the use or manufacture of cutback or emulsified asphalts for paving,

road construction or road maintenance, unless such manufacture or use complies with the provisions Rule 217. (Based on PCAPCD Rule 217)

6. Minimize diesel idling time to a maximum of 10 minutes.
7. Use California Air Resources Board (CARB) low-sulfur diesel fuel.
8. Utilize existing power sources (e.g., power poles) or clean fuel generators rather than temporary diesel power generators, if feasible.

Operation

The proposed project would develop a vacant lot into a City-owned park. Routine landscaping and maintenance would generate minor amounts of criteria pollutants during project operations. As described in Section XVI, *Transportation/Traffic,* the project would neither generate a significant number of new vehicles trips nor add additional capacity to area roadways. Likewise, the project would not operate any stationary or area sources (e.g., new buildings). Accordingly, the project is not expected to substantially increase vehicle or stationary source emissions, relative to existing conditions.

Table 3 summarizes operational emissions associated with landscaping and maintenance. These activities will occur periodically throughout the year. To ensure a conservative analysis, it was assumed that maintenance trips and lawn mowing would occur on the same day.

Table 3 Estimated Operational Emissions (Pounds Per Day)

Activity	ROG	NO_X	CO	PM10	PM2.5	SO_2
Landscaping and Maintenance	0.12	0.03	1.71	0.01	0.01	0.00
PCAPCD Recommended Thresholds	82	82	-	82	-	-
Significant?	*No*	*No*	-	*No*	-	-
Source: CalEEMod (refer to Appendix A); Placer County Air Pollution Control District 2012						

As shown in Table 3, criteria pollutant emissions associated with operation of the project would be well below the applicable PCAPCD recommended emissions thresholds. This impact would be less than significant.

c. **Less Than Significant Impact**. According to the PCAPCD's *CEQA Air Quality Handbook*, the PCAPCD's recommended criteria pollutant cumulative threshold of significance for land use projects is 10 pounds per day for ROG and NOX. The *CEQA Air Quality Handbook* does not recommend cumulative thresholds for PM10 emissions or address a preferred methodology for cumulative impact determinations made consistent with CEQA Guidelines Section 15064 (h)(3).

The City, as CEQA lead agency, prefers to rely on a two tier criteria pollutant cumulative analysis methodology similar to that adopted by the Sacramento Metropolitan Air Quality

Management District (SMAQMD) as outlined in the SMAQMD *Guide to Air Quality Assessment in Sacramento County*. That is, if a project would not result in significant project-level criteria air pollutant emissions for which the region is designated non-attainment (i.e., exceed the PCAPCD recommended project threshold of 82 lbs/day for ROG or NOx), project emissions would not be considered cumulatively considerable and would result in a less-than-significant cumulative impact. Should a project exceed the thresholds, a Tier 2 evaluation is conducted to determine SIP consistency in accordance with CEQA Guidelines Section 15064 (h)(3). Under the Tier 2 analysis, projects found consistent with the SIP and which would not conflict with the SIP emissions budget are considered less than cumulatively considerable. The City finds the above methodology appropriate to Roseville projects considering the City is located within the Sacramento Valley Air Basin (SVAB), the same air basin where the above methodology is utilized by numerous CEQA lead agencies with concurrence and support from the SMAQMD.

Tier 1: Cumulative Emissions Threshold

As shown in Table 3, because the project's construction and operational emissions are projected to be below applicable project-level thresholds, the emissions are not considered cumulatively considerable and the cumulative impact is found less than significant. As such a Tier 2 evaluation is not required.

Irrespective of the above Tier 1 conclusion, because the project was found consistent with and would comply with applicable requirements of the Ozone Plan and Triennial Plan, and these plans account for project emissions and are designed to substantially lessen cumulative air quality impacts in the air basin in which the project is located, consistent with CEQA Guidelines Section 15064(h)(3) the City finds that the project's incremental contribution is not cumulatively considerable and is therefore less-than-significant.

d. **Less Than Significant Impact.** The PCAPCD generally defines sensitive receptors as schools, hospitals, senior centers, and places where people of poor health may be located. The project site is bound by undeveloped open space to the south and west, and the Villemont Subdivision and Talmont Circle to the east. Single-family homes are located immediately adjacent to the eastern border of the project site. Localized emissions of diesel particulate matter (DPM) and CO have the potential to adversely affect these sensitive receptors. Naturally occurring asbestos (NOA) may also represent a potential health risk to construction workers.

Diesel Particulate Matter

In 1998, ARB classified DPM as a carcinogenic toxic air contaminant (TAC). TACs are pollutants that may result in an increase in mortality or serious illnesses or pose a present or potential hazard to human health. Health effects related to TACs include cancer, birth defects, neurological damage, damage to the body's natural defense system, and diseases that lead to death.

Heavy-duty construction equipment and haul trucks represent sources of DPM from project construction. However, cancer health risks associated with exposures to diesel exhaust

typically are associated with chronic exposure, in which a 70-year exposure period is assumed. Because construction would be short-term and last less than three months, construction of the proposed project is not anticipated to result in an elevated cancer risk to exposed sensitive receptors. In addition, DPM emissions would be limited to a few pieces of construction equipment that would operate intermittently on the approximately 3-acre parcel. This would not cause a substantial increase in DPM emissions. Accordingly it would neither exceed PCAPCD recommended project level thresholds nor result in increased acute or chronic health effects. This impact would be less than significant.

CO Hotspots

Implementation of the proposed project would not alter or worsen the current congestion (i.e., no changes in LOS) on Market Place Drive, Highland Pointe Drive, and other streets in the project vicinity (see Item XVI, *Transportation/Traffic*). Likewise, the project would not alter the design of any roadways or generate a significant number of new vehicles trips. Accordingly, the project would not contribute to or worsen localized CO concentrations within the study area from increased traffic or congestion associated with the project.

Naturally Occurring Asbestos

Depending on a project's size and geographic location, the PCAPCD may require mitigation to address potential impacts from NOA. Projects that disturb greater than 1 acre and are located in an area "most likely" to contain NOA are required to prepare and submit a NOA dust mitigation plan. Projects that are not located within an area "most likely" to contain NOA are required to observe District Rule 228, Fugitive Dust (Place County Air Pollution Control District 2010).

As identified in the Naturally Occurring Asbestos Hazard map for Placer County, the proposed project is located within an area "least likely to contain NOA" (California Geological Survey 2008). Accordingly, the project is not required to submit an NOA mitigation plan, but must comply with District Rule 228 (as outlined in Chapter 2, Project Description). This impact 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 (including the records search from the California Department of Fish and Wildlife [CDFW] California Natural Diversity Database [CNDDB, 2012 and 2013] and previously prepared environmental documents) and a field visit conducted by an ICF biologist on November 30, 2012. During this field visit, the biologist walked the entire project site and an adjacent 200-foot buffer around the site. A

list of plant and wildlife species observed during the field survey was compiled and remains on file at ICF.

The project site has been previously graded and is heavily disturbed. The site is dominated by non-native annual grassland species and is surrounded by residential development. No special-status species, sensitive natural communities, or native trees occur on the project site.

Open space associated with the Highland Reserve South Preserve occurs along the western and southern edges of the disturbed project site and supports non-native annual grassland with vernal pools and other types of seasonal wetlands. An unnamed tributary to Pleasant Grove Creek occurs to the south and west of the site. The park master plan includes a constructed swale along the northern and northeastern park boundaries which are adjacent the Preserve. These swales are designed to capture and contain on-site storm water runoff so it can be safely directed to receiving waters via a culvert at the north end of the park without impacting adjacent wetlands within the Highland Reserve South Preserve.

The proposed project would not directly affect the preserve and creek. As described previously under “Environmental Commitments” and in the Project Description, the City will implement water quality BMPs and landscape design features to avoid short- and long-term effects on the open space preserve wetlands and adjacent creek system.

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 CDFW or U.S. Fish and Wildlife Service. No special-status species have been reported on the site (CNDDB 2012 and 2013) and none were observed during the field survey. As described above, the site is heavily disturbed 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. **Less than Significant Impact.** The project site does not support any riparian habitat or sensitive natural communities. As stated previously, the City will implement construction and site design water quality BMPs as part of the proposed project to avoid short- and long-term effects on the open space preserve wetlands and adjacent creek system. Therefore, this impact would be considered less than significant and no mitigation would be required.

c. **Less than Significant Impact.** The project site is within developed uplands that lack any drainage features or characteristics of wetland resources. 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, CDFW pursuant to Sections 1600 et seq. of CDFW Code. The City will implement construction and site design

water quality BMPs as part of the proposed project to avoid short- and long-term effects on the open space preserve wetlands and adjacent creek system. Therefore, the proposed project would not result in less than significant 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 occur on or adjacent to the project site. The site and immediate vicinity are 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 is disturbed annual grassland and 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 Impact	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

A cultural resources investigation was conducted for the proposed project (ICF International 2012). The cultural resources investigation included a records search, consultation with local Native American representatives and historical societies, and a pedestrian survey of the Area of Potential Effect (APE). As a result of the investigation, two previously recorded cultural resources were identified within 0.25 mile of the project area. Neither of these resources was relocated and probably no longer exists as they are mapped in the current location of the Walmart parking lot (located north of the project site). No previously recorded cultural resources were identified within the project area.

Approximately 90% of the project area contains low lying grasses and brush. The project area is somewhat disturbed due to surrounding street and utility construction, adjacent residential development, and installation of a basketball court within the project area itself. Previous ground disturbance and a lack of documented resources within the surrounding area indicate a low potential for the presence of cultural resources.

Discussion of Checklist Answers:

a. **No Impact.** No historical 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, ranging from grading (6 inches) to utility installation (4-5 feet), it is possible that ground-disturbing activities may inadvertently uncover buried, 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 1 would reduce this impact to a less-than-significant level.

Mitigation Measure 1 (Previously Unidentified Cultural Resources)

- The City shall ensure that construction specifications include the following information in the grading notes:
- 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.
- In the event resources are discovered, the City shall retain a qualified archaeologist to assess the find, and to 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.
- 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 2 would reduce this impact to a less-than- significant level.

Mitigation Measure 2 (Previously Unidentified Paleontological Resources)

The City shall ensure construction specifications 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, and neither the results of the records search nor the pedestrian survey indicate that human remains are present in the project area. However, there is always the possibility that ground-disturbing activities during construction may uncover previously unknown buried human remains, which would be a potentially significant impact. Implementation of Mitigation Measure 3 would reduce this impact to a less-than-significant level.

Mitigation Measure 3 (Inadvertent Discovery of Human Remains)

- 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 shall cease within 100 feet of the remains and notify the City of Roseville City Manager's Department.

- 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 Native American Heritage Commission (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 flat and there are no steep slopes in the project vicinity that pose a risk to the project site. No temporary excavations would be created during construction. No mitigation is required.

b. **Less Than Significant Impact.** Construction of the proposed project would involve removing the existing vegetation from the project site, which would temporarily expose soil to wind or water erosion. To minimize erosion during construction, the City will require the project contractor to prepare and implement a storm water pollution prevention plan (SWPPP) to comply with the General Permit for Construction and Land Disturbance Activities under the National Pollutant Discharge Elimination System (NPDES) program, which has been delegated in California to the State Water Resources Control Board. The SWPPP will identify structural and nonstructural best management practices (BMPs) to control erosion and sediment loss from the site. The SWPPP will include a 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. After construction, the site would be covered with landscaping and minor impervious surfaces, 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, and subsidence or other geologic or soil 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 contains a concrete basketball court surrounded by unutilized land and dominated by non-native annual grassland species. New impervious surfaces would be installed for certain park amenities, including pedestrian pathways through the park and a playground. 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. Therefore, the impact would be less than significant. 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**. As discussed in Section III, *Air Quality,* implementation of the project would result in short-term emissions during construction, as well as minor emissions during project operation. Potential impacts associated with project construction and operations are discussed below.

Construction

The most common greenhouse gases (GHG) resulting from human activity are carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O). The Intergovernmental Panel on Climate Change (IPCC) and Assembly Bill 32 (AB 32) also define GHGs to include hydrofluorocarbons (HFCs), perfluorinated carbons (PFCs), and sulfur hexafluoride (SF_6). HFCs and PFCs are usually emitted in industrial processes and, therefore, are not applicable to the proposed project.

Construction activities would generate short-term emissions of CO_2, CH_4, and N_2O from the use heavy-duty equipment and on-road vehicles (e.g., employee commuter cars and haul trucks). Construction emissions emitted by these sources were estimated using emission factors provided by CalEEMod (version 2011.1.1) and other references outlined in Appendix A. Table 4 summarizes the results of the emissions modeling. Please refer to Appendix A for additional information on emissions modeling and quantification methods.

Table 4 Estimated Construction GHG Emissions (metric tons)

Construction Equipment			Onroad Vehicles		CO_2e [b]
CO_2	CH_4	N_2O	CO_2	Other [a]	
10.8	0.00	0.00	5.2	0.19	16.23

[a] Includes CH_4, N_2O, and other trace GHGs emitted by on-road vehicles
[b] Refers to carbon dioxide equivalents.
Source: CalEEMod (refer to Appendix A)

As shown in Table 4, construction of the project would generate 16 metric tons CO_2e over the three month construction period. The PCAPCD has not developed specific thresholds of significance for the analysis of GHG emissions in CEQA documents. The air district is currently collaborating with other air quality management agencies within the Sacramento Valley to develop a regional GHG threshold. A draft threshold is expected to be released in 2013 (Green pers. comm.).

In absence of a quantitative significance threshold, PCAPCD's 2012 CEQA Guidelines recommend that GHG emissions be evaluated in relation to meeting AB 32 GHG reduction goals and/or other GHG thresholds adopted by air districts within the state. Assembly Bill 32 (AB 32), which was signed in 2006, codified the state's GHG emission target by requiring that the state's GHG emission be reduced to 1990 levels by 2020. The Scoping Plan for AB 32 identifies specific measures to reduce GHG emissions to 1990 levels by 2020, and requires the ARB and other state agencies to develop and enforce regulations and other initiatives for reducing GHGs. The Scoping Plan also recommends, but does not require, an emissions reduction goal for local governments of 15% below "current"[2] emissions to be achieved by 2020.

Air districts around the state have begun articulating region-specific emissions reduction targets to identify the level at which projects may have the potential to conflict with statewide efforts to reduce GHG emissions. Table 5 summarizes a selection of proposed and adopted GHG CEQA thresholds in California. These thresholds are region-specific and developed to evaluate operational GHG emissions, which are annual as opposed to temporary. Nevertheless, the thresholds demonstrate the negligible effect of project-generated construction emissions. As shown in Table 4, construction of the project would generate 16 metric tons CO_2e, which is equivalent to adding three passenger vehicles to the road during construction. Moreover, 16 metric tons is well-below all mass emissions thresholds proposed within the state for compliance with AB 32. Accordingly, GHG impacts caused by emissions from project construction would be less than significant.

Table 5 Selection of Proposed or Adopted GHG CEQA Thresholds in California

Agency	Significance Thresholds (MTCO2e/year for operations, unless otherwise noted)
BAAQMD (2011)	*Thresholds Adopted but Withdrawn:* Projects/Plans: Compliance with GHG reduction strategy; Projects: 1,100 MT or 4.6 MT/service population (SP)/year; Plans: 6.6 MT/SP/year; Stationary: 10,000 MT[a]
EKAPCD (2012)	*Thresholds Adopted:* Stationary: 25,000 MT/year; compliance with state or federal regulation; reduction of GHG emissions by 20% or more.
MDAQMD (2011)	*Threshold Adopted:* 100,000 MT/year and 548,000 pounds/day for construction and/or operational emissions
SDCAPCD (2012)	*Draft Threshold:* Stationary: 10,000 MT
SLOAPCD (2012)	*Adopted Thresholds:* Compliance with GHG reduction strategy; Projects: 1,150 MT; Plans: 4.9 MT/SP; Stationary Sources: 10,000 MT
SJVAPCD (2009)	*Adopted Thresholds:* Projects/Plans: Compliance with GHG reduction strategy; Projects: Implementation of best performance standards Projects: 29% reduction in GHG emissions relative to BAU conditions
a. Thresholds originally proposed as part of 2010/2011 CEQA Guidelines but withdrawn due to Alameda County Superior Court order that BAAQMD has to complete CEQA on CEQA guidelines prior to adoption.	

[2] "Current" as it pertains to the AB 32 Scoping Plan is commonly understood as sometime between 2005 and 2008.

Operations

Operation of the project would generate long-term emissions of CO_2, CH_4, N_2O, and SF_6. These emissions would be generated from electricity generation and transmission to power park lights and transport water for irrigation. Landscaping equipment and maintenance trips would also represent a minor source of CO_2, CH_4, and N_2O. As discussed in Section III, *Air Quality*, no changes in operational vehicle emissions are expected, relative to existing conditions. Note that trees and other vegetation planted by the project would create a long-term emissions sink that would actively sequester atmospheric CO_2. Sequestered emissions from urban forestry were taken into account in the emissions analysis, which is presented in Table 6.

Table 6 Estimated Operational GHG Emissions (metric tons CO_2e/Yr)

Source	CO_2	CH_4	N_2O	SF_6	CO_2e
Landscaping and Maintenance	0.1	0.0	0.0	0.0	0.1
Electricity Use	0.6	0.0	0.0	0.0	0.6
Water Use	4.0	0.0	0.0	0.0	4.1
Urban Forests [a]	*-2.2*	*0.0*	*0.0*	*0.0*	*-2.2*
Net Total	2.5	0.0	0.0	0.0	2.6
[a] Represents emissions removed, or sequestered, by the 62 new trees planted on the project site.					

As shown in Table 5, operation of the project would generate a negligible amount of GHGs (2.6 metric tons CO_2e per year). This is well-below all mass emissions thresholds proposed within the state for compliance with AB 32 (see Table 5). Accordingly, GHG impacts caused by emissions from project operations would be less than significant.

b. **Less Than Significant Impact**. The City of Roseville has adopted the *City Operational Climate Action Plan* (CAP) to address GHG emissions generated by citywide infrastructure. The State has also adopted AB 32, which codifies the State's GHG emissions reduction targets for the future. Consistency with both documents is evaluated in this impact.

The City's CAP was adopted in 2009 and includes a GHG emission reduction goal for citywide infrastructure based on a list of energy conservation measures. The proposed project, which would be maintained by the City and would rely on City infrastructure, would conform to the lighting requirements of the City of Roseville Community Design Guidelines. Moreover, each light will be equipped with an energy-efficient LED bulb system and rely on automatic timers. Irrigation controllers will also be designed to maximize efficiency and reduce water consumption. The project would therefore be consistent with energy and water reduction efforts outlined in the City's adopted CAP.

ARB adopted the AB 32 Scoping Plan as a framework for achieving AB 32. As noted above, the Scoping Plan outlines a series of technologically feasible and cost-effective measures to reduce statewide GHG emissions. Some reductions will need to come in the form of changes pertaining to vehicle emissions and mileage standards. Some will come from changes pertaining to sources of electricity and increased energy efficiency at existing

facilities. The remainder will need to come from plans, policies, or regulations that will require new facilities to have lower carbon intensities than they have under business-as-usual (BAU) conditions

As discussed above, the project includes a number of energy efficiency and water reduction measures that will contribute to long-term GHG reductions. The project also includes bicycle parking and pedestrian walkways to encourage biking and walking to the park. These measures are consistent with strategies identified in the AB 32 Scoping Plan, the City's CAP, and statewide goals to conserve energy and support neighborhood-oriented design.

Based on the review of project design features and estimated operational GHG emissions, implementation of the project is not expected to conflict with the City's CAP or the AB 32. This impact would be 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 park amenities. 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. Because the proposed improvements are not extensive, both the types and amounts of products containing hazardous materials would be limited. During operation, hazardous materials use would be limited to landscaping products such as fertilizer and pesticides. 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:

- 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 City is not proposing any temporary lane closures to construct the project. However, if the City determines that a short-term lane closure is required, traffic lane closures will be approved by the City Engineering Department and notification will be provided to the City Police and Fire Departments 48 hours in advance of any road closures. The City will ensure its contractor prepares a traffic control plan during the final stage of project design to ensure local traffic is accommodated during construction and access to businesses and residences is maintained. 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 Pleasant Grove Creek-Cross Canal watershed. The applicable water quality standards and waste discharge requirements for the proposed project are the Water Quality Control Plan ("Basin Plan") for the Sacramento Valley, the SWRCB's General Permit for Construction and Land Disturbance Activities, and the City of Roseville's Stormwater Management Program (SWMP), which implements a general permit from the CVRWQCB for stormwater discharges.

Construction of the project would involve site preparation to remove existing vegetation, grading and compacting soil for new walkways, minor trenching for utility connections, and installation of park amenities. Stormwater runoff during construction would not flow to any surface water bodies, but would be discharged to the storm drainage system or first pass through a filtration BMP before discharge to Pleasant Grove Creek. 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 SWMP 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.

The City is responsible for ensuring the project design includes post-construction storm water quality best management practices in accordance with its Urban Stormwater Quality Management and Discharge Control Ordinance. The primary BMPs used at the site would be bioswales and a water quality basin, which would provide a vegetated strip through which stormwater runoff would be conveyed through the site.

During operation, stormwater from the site would be discharged to the City's storm drain system or first pass through a filtration BMP (the on-site constructed swale) before discharge to Pleasant Grove Creek. It is anticipated that the rate and volume of runoff would decrease due to project construction. While the project would introduce new impervious surfaces to the project site (walking trails and the playground area), this new runoff would be offset by the addition of a bioswales, a water quality basin, and landscaping, all of which would promote infiltration and a consequent decrease in runoff.

With the incorporation of required construction site stormwater quality controls and design that includes BMPs consistent with the City's Urban Stormwater Quality Management and Discharge Control Ordinance, the proposed project would be consistent with applicable permits and would, therefore, not violate any 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 vegetated and infiltration does not serve to recharge groundwater.

Water for maintenance activities and landscaping would be obtained from existing City supplies and would be minimal. The project site would not substantially increase impermeable surface cover. In addition, the proposed project would introduce a water quality basin and bioswales, and landscaping, all of which would contribute to increased groundwater infiltration. 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.** No stream courses exist on the project site. An unnamed tributary to Pleasant Grove Creek flows within approximately 300 feet from the northwestern corner of the site. The tributary flows northerly roughly 1.75 stream-miles before reaching Pleasant Grove Creek. 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 or Pleasant Grove Creek, 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. This impact would be less than significant. No mitigation is required.

d,e. **Less than Significant Impact.** The rate and volume of stormwater leaving the site would be slightly reduced from the existing condition as result of installation of landscaping and stormwater infiltration and detention facilities, including bioswales and a water quality basin. Although a few new impervious surfaces, such as paved walking trails, will be constructed, the overall net effect of the project would be to slightly reduce runoff and to promote rainfall infiltration.

Therefore, there would be no need for the construction of new stormwater infrastructure or the expansion of existing infrastructure. The impact would be less than significant. No mitigation is required.

f. **Less Than Significant Impact.** The proposed project would not otherwise substantially degrade water quality. Refer to Items a and c, above. No mitigation is required.

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 a new park and associated recreational 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.** The development of a park on the proposed site would not physically divide an established community because the site is unoccupied. There would be no off-site improvements that would affect the single-family residential uses adjacent to the site. The proposed park could in fact work to unite an established community by providing a gathering place for nearby residents and pedestrian paths through the currently inaccessible site.

b. **No Impact.** The applicable land use plan is the North Central Roseville Specific Plan. The land use designation and zoning for the site is PR (Park and Recreation). This zoning district is intended to provide areas for both public and private recreation facilities. The proposed project would be 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.

d. **No Impact.** The proposed project is situated in a developed environment with commercial development to the north and residential to the south and west. The proposed

project 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 construction of a new park and associated recreational facilities on a project site currently containing a concrete basketball court surrounded by unutilized land, and dominated by non-native annual vegetation. 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 SR-65 and other adjacent roadways and commercial areas. The residential uses located to the west, east, and south of the project site are potentially noise sensitive uses in the project area.

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 sensitive receptors. 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. 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

Operation of the proposed project would generate noise from park users, recreational activities, and changes in traffic patterns. Park use and the associated noise generated by park users would not be significant, and would primarily be during daytime hours. Traffic volumes on local roadways would not differ substantially from the proposed project, and would therefore not cause a significant increase in noise. Therefore, the project's impacts would be localized and would be exclusively associated with the park users. The proposed project would not contribute to a permanent or temporary increase in ambient noise levels

in the project vicinity above levels existing without the project that would be cumulatively considerable.

b. **Less than Significant Impact.** Temporary construction activities at the project site (playground facilities, landscaping) could expose nearby off-site sensitive receptors (e.g., residences near the project site) 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 the operation of the construction equipment to be used on-site would not be considered substantial or excessive. This impact is less than significant. 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 provide a park on a site currently not utilized for any purpose other than a concrete basketball court (which will be incorporated into the project site), 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, other than the potential for a comparatively minor increased need for parks maintenance staff. It would not indirectly induce population growth because it would not extend roads or infrastructure into previously undeveloped areas.

b,c. **No Impact.** There are no residences currently on the project site. The proposed project would not displace people or housing. Therefore, 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 introduce a park to a parcel that currently contains a concrete basketball court, surrounded by unutilized land. As part of the proposed project, security lighting would be situated on site in a manner that would ensure the park is more visible to fire protection and law enforcement officials. This would enable the City Fire and Police departments to provide improved service to the parcel, which currently has no site-specific designated lighting. No increase in Fire or Police department staffing would be necessary to serve the project, as the proposed project would not increase the number of residents in the project vicinity or include operational elements that would contribute to increased crime or fire risk. Therefore, the proposed project would not result in the need for new or expanded Police or Fire department space. During construction, the City will require the contractor to implement a traffic management plan to be approved by the City Engineering Department. The plan will include notifications to the City Police and Fire departments 48 hours in advance of any temporary lane restrictions or closures to install utility improvements for the project. This impact would be less than significant. No mitigation is required.

c. **No Impact.** The proposed project would not result in a population increase that would require schools or parks.

d. **No Impact.** The proposed project would increase the amount of parks in the City, thereby resulting in a beneficial impact on the availability of recreational facilities in the project vicinity.

e. **Less Than Significant Impact.** The proposed landscaping would require maintenance, which would be performed by the City. It is anticipated that service would be provided by existing staff without the need to increase staff facility space. There would be no need for alteration of governmental facilities to accommodate the proposed project. This impact would be less than significant. No mitigation is required.

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 would increase the number of parks in the City, thereby potentially decreasing the use of other regional parks and recreational facilities by providing an additional option for project vicinity residents.

b. **Less Than Significant with Mitigation.** The proposed project would include recreational facilities. The potential adverse physical effects on the environment associated with the construction of these facilities are analyzed throughout this initial study. The initial study analysis has determined that the construction of the proposed park would have either no impact or a less-than-significant impact on environment issues except for cultural resources. As described above in Section V. Cultural Resources, the proposed project could have a significant impact on cultural resources. The City would implement Mitigation Measures 1, 2, and 3 to reduce potentially significant impacts to a less than significant level.

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.** The proposed project would not result in changes in vehicle circulation patterns due to trips made to the park, as the park is a neighborhood park designed to serve nearby residents, and is not expected to 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. This impact would be less than significant. No mitigation is required.

c. **No Impact.** The proposed project would not result in a change in air traffic patterns because it is limited to construction and operation of a park serving local residents.

e. **Less than Significant Impact.** No temporary lane closures are currently proposed during construction of the project. However, if the City determines that there is a need for any short-term construction lane closures, the City (in accordance with the Roseville Municipal Code), will require any traffic lane closures be approved by the City Engineering Department. The City will also notify the City Police and Fire Departments 48 hours in advance of any road closures. The City will ensure its contractor prepares a traffic control plan during the final stage of project design to ensure local traffic is accommodated during construction and access to businesses and residences is maintained. No mitigation is required.

f. **No Impact.** The City of Roseville has established criteria for assessing whether a project would result in significant impacts on other transportation modes (public transit, bike, and walk). A significant impact would occur if the project would:

- result in the violation of the City's overall Level of Service goal, which is to maintain an adequate level of transportation service for all of Roseville's residents and employees through a balanced transportation system, which considers automobiles, transit, bicyclists, and pedestrians.

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 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 the City 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.

c. **Less Than Significant Impact.** The rate and volume of stormwater leaving the site would be slightly reduced from the existing condition as result of installation of landscaping and stormwater infiltration and detention facilities, including bioswales and a water quality basin. Although a few new impervious surfaces, such as paved walking trails, will be constructed,

the overall net effect of the project would be to slightly reduce runoff and to promote rainfall infiltration.

Therefore, there would be no need for the construction of new stormwater infrastructure or the expansion of existing infrastructure. The impact would be less than significant. No mitigation is required.

d. **Less than Significant Impact**. There would be some water use for landscaping associated with the proposed project. Water would be provided by the City. Landscape water demand would be minimized through the use of drought- tolerant landscaping where possible and use of irrigation controllers designed to maximize efficiency and reduce water consumption. 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 the City and surrounding areas. Their facilities include a Material Recovery Facility and the Western Regional Sanitary Landfill. Construction of the project would generate solid waste consisting of miscellaneous waste materials from constructing recreational facilities and installing landscaping, but this would not affect landfill capacity because the amounts would not be substantial and would occur over a short period of time. 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. This impact is less than significant and n o 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 with Mitigation**. 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 with Mitigation**. 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 with Mitigation**. There would be no significant adverse effects on human beings. There would be no significant increase in 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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PERSONAL COMMUNICATIONS

Green, Angel. Air Quality Planner. Placer County Air Pollution Control District, Auburn, CA. July 17, 2012—Email communication with Laura Yoon, ICF International, regarding PCAPCD Significance Thresholds.

Appendix A
Air Quality Modeling Details

Appendix A
Air Quality Modeling Details

This appendix discusses the approach and methodology used to assess construction and operational emissions associated with the proposed project. The analysis evaluates maximum daily emissions to comply with PCAPCD CEQA guidelines. Emissions analyzed include criteria pollutants and GHG emissions of CO_2, CH_4, N_2O, and SF_6.

Construction

Construction would require seven phases between April 2013 and July 2013. Table A-1 outlines the expected construction schedule for each phase assumed in the emissions modeling.

Table A-1 NC-55b Construction Sequence

Phase	Start Date	End Date	Total Days
Initial clearing	4/1/2013	4/5/2013	5
Rough-grading	4/8/2013	4/12/2013	5
Excavation and foundation work	4/8/2013	4/12/2013	5
Drainage and utilities	4/15/2013	5/24/2013	30
Finish grading	5/27/2013	5/31/2013	5
Installation of light poles, play area, metal art, and fitness structures	6/3/2013	7/12/2013	30
Landscaping	6/3/2013	6/14/2013	10

As shown in Table A-1, construction activities during will occur concurrently during two periods: from 4/8/2013 to 4/12/203 for rough-grading and excavation and foundation work and from 6/3/2013 to 6/14/2013 for landscaping and installation of light poles, play area, metal art, and fitness structures. To evaluate maximum emissions levels associated with project construction; it was assumed that during these periods of overlap, all equipment would operate at the same time. Table A-2 identifies the construction periods evaluated in the emissions analysis. Daily emissions estimates for individual phases occurring in each construction period were added to obtain the maximum total project-related air quality impact

Table A-2 Construction Periods Evaluated In The Emissions Analysis

Construction Period	Associated Phase(s)
4/1 – 4/5	Initial clearing
4/8 – 4/12	Rough-grading; Excavation and foundation work
4/15 – 5/24	Drainage and utilities
5/27 – 5/31	Finish grading
6/3 – 6/14	Installation of light poles, play area, metal art, and fitness structures; Landscaping
6/15 – 7/12	Installation of light poles, play area, metal art, and fitness structures

The CalEEMod (version 2011.1.1) emissions model was used to calculate exhaust emissions from heavy-duty construction equipment. Table A-3 summarizes the off-road equipment assumed in the emissions modeling. Equipment horsepower are based on CalEEMod default values, unless otherwise stated. Default load factors within CalEEMod (version 2011.1.1) have been superseded by the default load factors within the revised Carl Moyer Program Guidelines, which were approved by the ARB on April 28, 2011. Accordingly, equipment load factors are based on latest Carl Moyer Program Guidelines (California Air Resources Board 2011a:236-237).

Table A-3 Off-Road Equipment Modeling Assumptions

Phase	Equipment	Number	Horsepower	Daily Hours	Load Factor
Initial clearing	Skip Loader	1	87	8	0.36
	Backhoe	1	75	8	0.37
	Trencher	1	69	8	0.50
Rough-grading	Skip Loader	1	87	8	0.36
Drainage and utilities	Trencher	1	69	8	0.50
Excavation and foundation work	Backhoe	1	75	8	0.37
Finish grading	Skip Loader	1	87	8	0.36
Installation of light poles, play area, metal art, and fitness structures	Backhoe	1	75	4	0.37
Landscaping	None	-	-	-	-

Criteria pollutants generated by off-road equipment were calculated for each phase using the information summarized in Table A-3 and Equation A-1. Detailed calculation spreadsheets are provided in Attachment 1.

Equation A -1 $E_{phase} = \Sigma(Activity_i \times EF_i \times LF_i \times HP_i) \times Conv$

Where:

E_{phase} = Total exhaust emissions for the phase, pounds per day

Activity = Equipment activity, hours per day

EF = Engine emissions factor, grams/horsepower-hour (CalEEMod)

LF =Engine load factor, unitless (Carl Moyer Program)

HP = Engine horsepower, unitless (CalEEMod)

Conv = Conversion from grams to pounds, 0.002205

i = Equipment type (Table A-3)

In addition to off-road equipment, project construction would require on-road vehicles for employee commute trips and material hauling. Emissions from on-road vehicle trips were estimated using the ARB's EMFAC2011 emissions model. Each phase was assumed to require three employees. All employees were assumed to make two vehicle trips to the work site per day. Trip distance, 10.8 miles, was based on CalEEMod default trips lengths for "home based work" trips in urban Placer County. Soil and material hauling would occur during initial clearing (1 trip), installation of amenities (15 trips), and landscaping (2 trips)

phases. Haul truck distance was assumed to be 25 miles per trip, based on information provided by the City of Roseville.

Criteria pollutants generated by on-road vehicle trips were calculated for each phase using the information summarized above and Equation A-2. Detailed calculation spreadsheets are provided in Attachment 1.

Equation A -2 $\mathbf{E_{phase} = \Sigma(Activity_i \times Distance_i \times EF_i) \times Conv}$

Where:

E_{phase}	= Total exhaust emissions for the phase, pounds per day
Activity	= Vehicle trips, trips per day
Distance	= Vehicle length, miles per trip (CalEEMod; City of Roseville)
EF	= Engine emissions factor, grams/mile (EMFAC2011)
Conv	= Conversion from grams to pounds, 0.002205
i	= Vehicle type

Rough-grading and finish grading would require site modification. Fugitive dust emissions generated by these activities were estimated using CalEEMod. Based on information provided by the City of Roseville, both phases would grade an area of 1 acre for a total of 2 acres disturbed during construction of the project.

Project Operations

Operation of the project would generate long-term criteria pollutant emissions from landscape and maintenance, as well as GHG emissions from electricity generation and transmission. Landscaping and maintenance activity were assumed to include regular mowing and site visits. Based on information provided by the City of Roseville, the project site (3.26 acres) would be mowed weekly. Emissions generated by landscaping activities were estimated using CalEEMod. Two maintenance trips were assumed to occur concurrently with project landscaping.

Electricity use for area lighting results in indirect emissions from the power plants that produce electricity. Likewise, indirect emissions are generated by energy used to transport, treat, and pump water to the project site GHG emissions generated by these sources were estimated using information provided by the City of Roseville, CalEEMod, and the U.S. EPA. CalEEMod lists the cumulative water-energy proxy for Placer County as 5,300 kWh/million gallon (value includes energy required for water supply, treatment, and distribution). This factor was multiplied by the expected irrigation demand (2.5 MG per year), and the resulting energy usage was multiplied by GHG emission factors presented in Table A-4. Electricity required for area lighting (2,050 kilowatt-hours/year) was likewise translated to GHG emission using these factors.

Table A-4 Electricity Emission Factors

GHG	Factor	Unit
CO_2	658.68	Pounds per megawatt-hour
CH_4	28.94	Pounds per gigawatt-hour
N_2O	6.17	Pounds per gigawatt-hour
SF_6	0.00031	Pounds per megawatt-hour
Sources: U.S. Environmental Protection Agency 2012; California Energy Commission 2012; California Air Resources Board 2011b		

"Urban forest" refers to trees and other vegetation planted within developed areas, including residential trees, urban parks, and median trees. Unlike other sectors described above, urban forests are emissions sinks that actively sequester (i.e., remove) atmospheric CO_2. As part of the project, 62 new native and non-native trees will be planted at the park. Sequestered emissions associated with these trees were estimated using CalEEMod. The "miscellaneous" species category was assumed for to account for the diversity of species that may be planted.

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Attachment 1
Calculation Details

Table A. Off-Road Equipment Calculations

Equipment	Number	HP	Fuel	Hrs/Day	Year	LF	g/hp-hr (CalEEMod)								Pounds/day (load factor*horsepower*hours/day* g/hp-hr*number*lbs/gram)							MT/Day		
							TOG	ROG	CO	NO_X	SO_2	PM10	PM2.5	TOG	TOG	ROG	CO	NO_X	SO_2	PM10	PM2.5	CO_2	CH_4	N_2O
Skip Loader	1	87	Diesel	8	2013	0.36	8.72	0.94	4.01	5.80	0.01	0.51	0.51	568.30	4.8	0.5	2.2	3.2	0.0	0.3	0.3	0.1	0.0	0.0
Backhoe	1	75	Diesel	8	2013	0.37	6.41	0.76	3.88	5.02	0.01	0.42	0.42	568.30	3.1	0.4	1.9	2.5	0.0	0.2	0.2	0.1	0.0	0.0
Trenchers	1	69	Diesel	8	2013	0.5	18.33	1.12	4.10	6.89	0.01	0.59	0.59	568.30	11.2	0.7	2.5	4.2	0.0	0.4	0.4	0.2	0.0	0.0
Skip Loader	1	87	Diesel	8	2013	0.36	8.72	0.94	4.01	5.80	0.01	0.51	0.51	568.30	4.8	0.5	2.2	3.2	0.0	0.3	0.3	0.1	0.0	0.0
Trenchers	1	69	Diesel	8	2013	0.5	18.33	1.12	4.10	6.89	0.01	0.59	0.59	568.30	11.2	0.7	2.5	4.2	0.0	0.4	0.4	0.2	0.0	0.0
Backhoe	1	75	Diesel	8	2013	0.37	6.41	0.76	3.88	5.02	0.01	0.42	0.42	568.30	3.1	0.4	1.9	2.5	0.0	0.2	0.2	0.1	0.0	0.0
Skip Loader	1	87	Diesel	8	2013	0.36	8.72	0.94	4.01	5.80	0.01	0.51	0.51	568.30	4.8	0.5	2.2	3.2	0.0	0.3	0.3	0.1	0.0	0.0
Backhoe	1	75	Diesel	4	2013	0.37	6.41	0.76	3.88	5.02	0.01	0.42	0.42	568.30	1.6	0.2	0.9	1.2	0.0	0.1	0.1	0.1	0.0	0.0

Table B. On-road Calculations

Equipment	Number per Day	Total Trips	Fuel Type	Mi/round trip	VMT/day	Year	EMFAC name	g/mi									Pounds per Day (g/mi*mi/day*lbs/g)							MT/Phase	
								TOG	ROG	CO	NO_X	SO_2	PM10	PM2.5	CO_2	Other	TOG	ROG	CO	NO_X	SO_2	PM10	PM2.5	CO_2	Other
Employee Vehicle	6	30	G/D	21.6	130	2013	LDA/LDT	0.07	0.05	1.63	0.15	0.00	0.00	0.00	310.36	14.74	0.0	0.01	0.5	0.0	0.0	0.0	0.0	0	0.0
Dump Truck, Standard	1	1	D	50	50	2013	T7 Tractor	0.46	0.40	1.78	11.36	0.02	0.25	0.23	1716.84	15.69	0.1	0.0	0.2	1.3	0.0	0.0	0.0	0	0.0
Employee Vehicle	6	30	G/D	21.6	130	2013	LDA/LDT	0.07	0.05	1.63	0.15	0.00	0.00	0.00	310.36	14.74	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0	0.0
Employee Vehicle	6	180	G/D	21.6	130	2013	LDA/LDT	0.07	0.05	1.63	0.15	0.00	0.00	0.00	310.36	14.74	0.0	0.0	0.5	0.0	0.0	0.0	0.0	1	0.1
Employee Vehicle	6	30	G/D	21.6	130	2013	LDA/LDT	0.07	0.05	1.63	0.15	0.00	0.00	0.00	310.36	14.74	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0	0.0
Employee Vehicle	6	30	G/D	21.6	130	2013	LDA/LDT	0.07	0.05	1.63	0.15	0.00	0.00	0.00	310.36	14.74	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0	0.0
Dump Truck, Standard	3	15	D	50	150	2013	T7 Tractor	0.46	0.40	1.78	11.36	0.02	0.25	0.23	1716.84	15.69	0.2	0.1	0.6	3.8	0.0	0.1	0.1	1	0.0
Employee Vehicle	6	180	G/D	21.6	130	2013	LDA/LDT	0.07	0.05	1.63	0.15	0.00	0.00	0.00	310.36	14.74	0.0	0.0	0.5	0.0	0.0	0.0	0.0	1	0.1
Employee Vehicle	6	60	G/D	21.6	130	2013	LDA/LDT	0.07	0.05	1.63	0.15	0.00	0.00	0.00	310.36	14.74	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0	0.0
Dump Truck, Standard	2	2	D	50	100	2013	T7 Tractor	0.46	0.40	1.78	11.36	0.02	0.25	0.23	1716.84	15.69	0.1	0.1	0.4	2.5	0.0	0.1	0.1	0	0.0