INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION

Louis/Orlando Transfer Point Improvement Project

July 2012

Lead Agency:

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

Prepared by:

1410 Rocky Ridge Drive, Suite 140
Roseville, CA 95661

NOTICE OF INTENT
TO ADOPT A MITIGATED NEGATIVE DECLARATION FOR THE PROPOSED LOUIS/ORLANDO TRANSFER POINT IMPROVEMENT PROJECT

And

NOTICE OF PUBLIC HEARING BEFORE THE CITY OF ROSEVILLE TRANSPORTATION COMMISSION

Public Notice is hereby given that an Initial Study/Mitigated Negative Declaration (IS/MND) (environmental report) is available for public review for the Louis/Orlando Transfer Point (LOTP) Improvement Project.

Project Description and Location: The project is a proposal by the City of Roseville Alternative Transportation Division in partnership with Placer County Transit, and Sacramento Regional Transit (RT) to improve the existing Louis/Orlando bus transfer station located at the corner of Louis Lane and Orlando Avenue in the City of Roseville. The project would not involve any increase in bus service, or any changes to bus circulation patterns (other than at the project site), or schedules. Proposed amenities include: passenger shelters, a bus transfer platform with lighting, landscaping, security cameras, digital display boards for passenger information, transit fare machines, a restroom with access for bus drivers only, bike lockers, and pedestrian improvements such as crosswalks, curb ramps, directional signs, and passenger drop- off areas. The project also includes the conversion of an existing private parking lot into a new 44-space public park-and-ride lot with lighting and landscaping. The proposed project would involve the redesign and reconfiguration of Louis Lane and would limit turn movements to Orlando Avenue from the proposed park and ride lot. The proposed project would require the acquisition of right-of-way to accommodate the improvements.

The project includes an alternative off-site improvement to improve safety at the intersection of Whyte Avenue and Auburn Boulevard. This improvement would include a raised corner island to channelize Whyte Avenue westbound right turns, and prohibit westbound left turns onto Auburn Boulevard; a crosswalk would also be added at this intersection to improve pedestrian safety.

Document Review and Availability: The public comment period will extend **from July 13, to August 21, 2012.** Copies of the IS/MND are available for public review at the following location:

- City of Roseville Permit Center, 311 Vernon Street, Roseville, CA 95678 (8:00 A.M. to 5:00 P.M., Monday through Friday)
- City of Roseville Alternative Transportation Division, 401 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

Public Hearing/Meeting: Notice is hereby given that a public hearing will be held before the Transportation Commission of the City of Roseville for the purpose of considering public comment on the LOTP Project and IS/MND. During the Public Hearing staff will request the Transportation Commission provide a recommendation to City Council concerning adoption of the IS/MND and project approval. Transportation Commission meetings start at 7:00 p.m. in the Roseville Council Chambers, 311 Vernon Street. Interested parties should call the Roseville Alternative Transportation Division to confirm the meeting agenda, time, and date (916-774-5293).

MITIGATED NEGATIVE DECLARATION

PROJECT TITLE: Louis/Orlando Transfer Point (LOTP) Improvement Project
PROJECT LOCATION: Louis Lane and Orlando Avenue, City of Roseville.
DATE: July 11, 2012
PROJECT APPLICANT: City of Roseville, Alternative Transportation Division
LEAD AGENCY: City of Roseville
CONTACT PERSON: Mark Morse, Environmental Coordinator: (916) 774-5334

PROJECT DESCRIPTION: The project is a proposal by the City of Roseville Alternative Transportation Division in partnership with Placer County Transit, and Sacramento Regional Transit (RT) to improve the existing Louis Orlando bus transfer station. The project would not involve any increase in bus service, or any changes to bus circulation patterns (other than at the project site), or schedules. Proposed amenities include: a bus transfer platform with lighting, passenger shelters, landscaping, security cameras, digital display boards, and other transit related amenities. The project also includes the conversion of an existing private parking lot into a new 44-space public park-and-ride lot with lighting and landscaping. The proposed project would involve the redesign and reconfiguration of Louis Lane to limit turn movements to Orlando Avenue from the proposed park and ride lot.

The project includes an alternative off-site improvement to improve safety at the intersection of Whyte Avenue and Auburn Boulevard. This improvement includes a raised corner island to channelize Whyte Avenue westbound right turns, and prohibit westbound left turns onto Auburn Boulevard; a crosswalk would also be added to improve pedestrian safety.

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 August 21, 2012. City Council determination on this Mitigated Negative Declaration is final.

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

Posting Period: July 13 through August 21, 2012

Initial Study approved by:

Mark Morse, Environmental Coordinator

Initial Study/Mitigated Negative Declaration
Louis/Orlando Transfer Point Improvement Project

Lead Agency:

City of Roseville
311 Vernon Street
Roseville, CA 95678

Prepared by:

Atkins
1410 Rocky Ridge Drive, Suite 140
Roseville, CA 95661

July 2012

CONTENTS

APPENDIX

FIGURES

TABLES

I. INTRODUCTION

This project-level initial study/mitigated negative declaration (IS/MND) has been prepared for the Louis Orlando Bus Transfer Point (LOTP) 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
City of Roseville
311 Vernon Street
Roseville, CA 95678

During the review period, the City will hold a public meeting at a regularly scheduled Transportation Commission meeting to consider the proposed project and accept public and agency comments before adoption of the MND and approval of the proposed project is considered by the Roseville City Council.

2. PROJECT DESCRIPTION

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

PROJECT LOCATION

The proposed project is located within the City of Roseville in Placer County, California, along Orlando Avenue just southeast of the eastbound off-ramp from Interstate 80 to Riverside Avenue and east of Auburn Boulevard (Figure 1). The approximately 1.0-acre site is bounded by Orlando Avenue on the north, Louis Lane on the west, Whyte Avenue on the south, and commercial businesses on the east. The project site includes all of Louis Lane and the commercial parking lot to the east of Louis Lane. Figure 2 shows the boundary of project site for purposes of the environmental evaluation.

PROJECT SETTING

The project site and surrounding area is in a highly urbanized setting, close to I-80 and served by major arterials. Figure 2 identifies the locations of on-site and adjacent uses. The closest single-family residence is on the south side of Whyte Avenue, approximately 60 feet south of the southern boundary of the project site. The project site is currently an underutilized paved, private parking lot with minimal landscaping that adjoins a mix of commercial and retail uses (Back Forty Texas BBQ, Dicks' Racing, and Motorcycle Performance Center) with associated parking (Figure 3). There is a gasoline station fronting Auburn Boulevard on the west side of Louis Lane. The Jerrylee Beauty College is directly south, on the south side of Whyte Avenue and east of a vacant lot along Auburn Boulevard. Areas to the southeast and east are residential

PROJECT DESCRIPTION

The Louis Orlando Transfer Point (LOTP) project would consist of facilities and amenities to support the use and operation of an improved passenger transfer station for Roseville Transit, Placer County Transit, and Sacramento Regional Transit (RT). The City of Roseville would maintain the LOTP. No changes in transit service are proposed. Existing bus routes and schedules would remain unaffected by the proposed project. Figure 4 shows the location of the proposed improvements relative to surrounding land uses.

The LOTP facilities would consist of the following:

- landscaped public park-and-ride parking lot with up to 44 spaces
- transit passenger boarding areas, with improved ADA access
- public transit bus parking/loading spaces
- passenger shelters
- limited-access restroom (for bus drivers only)
- bike lockers and bike rack

Figure 5 (Site Plan) illustrates the detailed locations of these features.

Source: GIS, ArcMap, basemap, 2009; Atkins, 2012.

100024933 | SacRT Roseville Bus Transfer Station

Figure 1
Regional Location Map

ATKINS

100024933 | SacRT Roseville Bus Transfer Station

Figure 2
Project Site

ATKINS

***Source*:** Atkins, 2012.

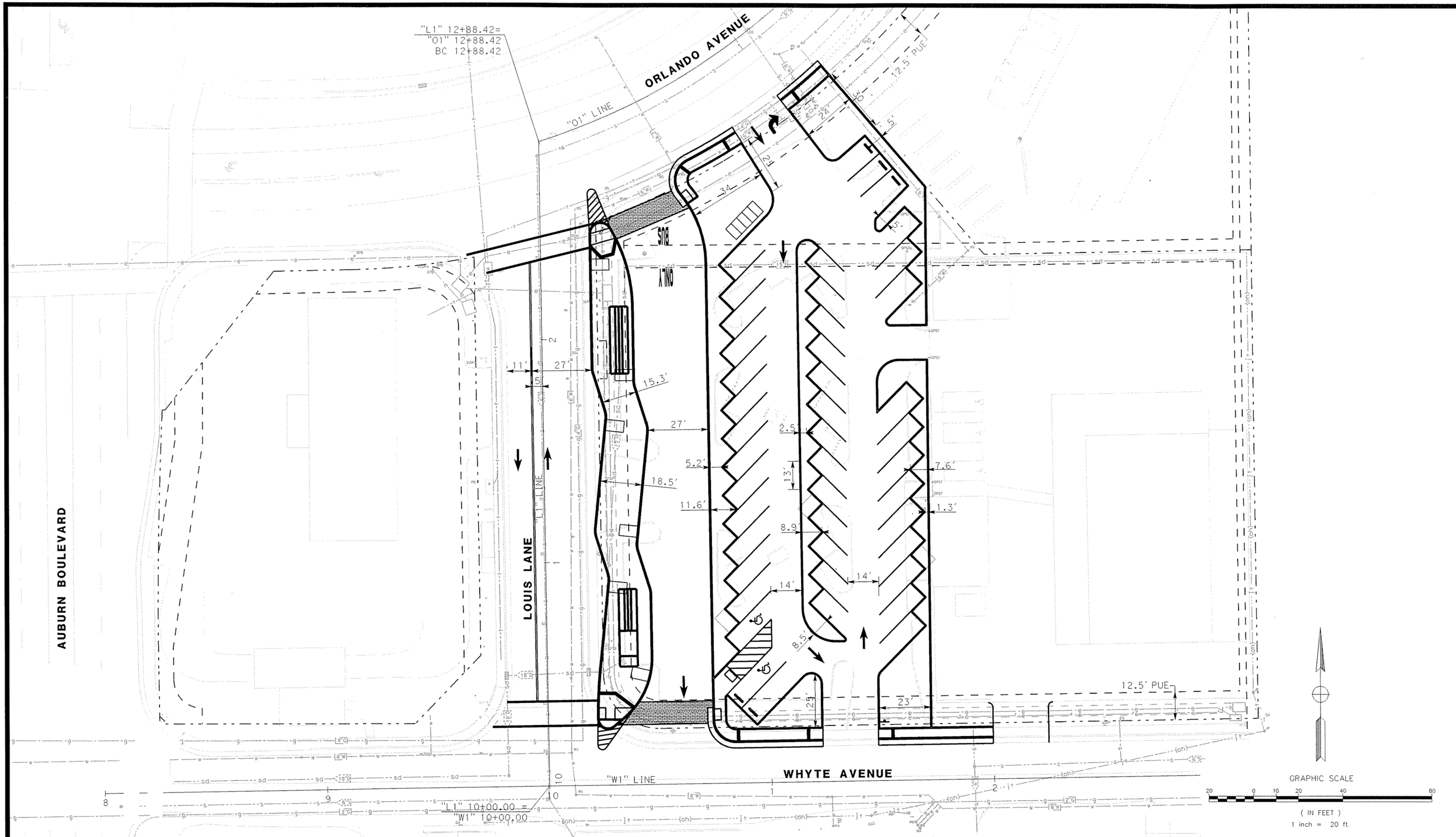
Figure 3
Street-Level Views of Project Site

ATKINS

Source: Kimley-Horne and Associates, March 2012

Figure 4
Site Plan Overview

ATKINS



BENCH MARK
ELEVATION ______ DATUM ______
DESCRIPTION

DESIGN BY
DRAWN BY
CHECKED BY
SCALE AS SHOWN
DATE
PROJECT NO.

PRELIMINARY

CITY OF ROSEVILLE
DEPARTMENT OF PUBLIC WORKS
311 VERNON STREET
ROSEVILLE, CA 95678
(916) 746-1300

CITY OF ROSEVILLE CALIFORNIA

LOUIS-ORLANDO TRANSFER POINT
IMPROVEMENT PROJECT

FIGURE 5 SITE PLAN DETAIL

CITY OF ROSEVILLE CALIFORNIA

1 OF 1

TRANSFER POINT AMENITIES

Passenger shelters would be installed on the bus transfer platform. The passenger boarding areas would have digital information display boards indicating current time and bus arrival times. Two Smart Card fare machines would be installed. One machine would allow passengers to purchase and load their Smart Cards. The other would allow passengers to load additional fare onto an already-purchased Smart Card. There would be a drinking fountain and trash receptacles. Up to six bike lockers would be installed in the northwest corner of the parking lot, adjacent to the station platform, and a bike rack would be installed on the northern part of the platform near the passenger shelter. There would be a single-stall restroom and separate janitor closet in a single structure on the southern part of the platform. The restroom would be restricted to bus driver use only. Information about platform design, lighting, and landscaping is provided below.

Safety

The passenger shelter, transfer platform, and parking lot would be illuminated, as described below, to provide visibility. Video security cameras with views of the passenger shelter, boarding areas, and parking lot would be installed.

BUS, PASSENGER VEHICLE, AND PEDESTRIAN CIRCULATION IMPROVEMENTS

Louis Lane would remain a two-way street open to all vehicles. The width of the southbound travel lane would be reduced from 16 to 11 feet. The northbound lane would be 27 feet wide, to accommodate both cars and buses. Buses would enter Louis Lane from Orlando Avenue and Whyte Avenue and would depart onto Orlando Avenue and Whyte Avenue. Buses would circulate around the platform in a clockwise direction. The proposed project would provide for up to six bus parking spaces, three northbound (NB) along Louis Lane, and three southbound (SB) adjacent to the bus loading platform. The spaces would be arranged in a saw tooth pattern. Buses would not idle for more than 20 minutes. Buses may temporarily park up to a maximum of 60 minutes, but there would be no overnight bus parking. Figure 4 shows the proposed bus circulation pattern and parking.

An existing raised median island on Orlando Avenue will prohibit westbound cars from turning left into the park and ride lot. Access to the park and ride from Orlando Avenue would be restricted to right-in, right-out only. Orlando Avenue will remain a designated Class II bike route.

Pedestrian facilities including crosswalks, curb ramps, and directional signing would be provided for site circulation from the parking lot, passenger drop- off areas, and adjacent commercial areas. The passenger drop-off and boarding areas would meet all applicable Americans with Disabilities Act (ADA) requirements.

PARKING

Passenger vehicle parking for the LOTP would be provided in a new park-and-ride lot. The existing private parking lot would be improved to provide up to 44 spaces, including 2 handicap

spaces. New lighting and landscaping would be installed. Access to the parking lot would be from driveways on Orlando Avenue and Whyte Avenue, as shown on Figure 4. The parking lot would be restriped, with aisles oriented in a north-south direction, and it would include the required number of ADA spaces. Electric vehicle recharging stations are also being considered. Overnight parking would not be permitted by City ordinance. Additional on-street parking would also be minimally available. The existing adjacent commercial parking lots would remain as the primary parking areas for those businesses.

Second Driveway Option

Although not currently proposed, the City is considering connecting the proposed park and ride lot with the adjacent Back Forty Texas BBQ restaurant on the east side of the existing parking lot, which would provide a second driveway on Orlando Avenue for the park and ride lot, and possibly for shared parking. This would involve removing the existing curb and landscaping that separates the private parking lot from the Back Forty Texas BBQ lot and installing new pavement. The second driveway is not required to mitigate traffic impacts, but would be provided for convenience. As noted below, right-of-way acquisition(s) may be needed to accommodate this option. These agreements have not been secured; however, the initial study evaluates the potential impacts of this option.

Architectural and Lighting Elements

Passenger Platform

The passenger boarding area would be an ADA-compliant platform on the east side of Louis Lane. There would be two covered shelters, one of the north side of the platform, and one on the south. The north shelter would include two landscape planters with wrap-around benches. Trellises (with climbing roses) would be used to support the roof. The south shelter would contain the limited-use restroom with a wrap-around bench. A citrus tree design on the façade of the south shelter would be made of different-colored split-faced stone blocks and free-form graphic metal. A translucent detail on the north face of the south shelter would consist of colored mesh metal to form a tree canopy shade, and a trellis post would be a structural and aesthetic element. These features would incorporate City of Roseville design guidelines for those type of items. There would also be a drinking fountain, trash receptacles, and a bike rack by the north shelter.

Lighting

The lighting for the shelters, platform area, restroom, parking lot and streets, would conform to the lighting requirements of the City of Roseville Community Design Guidelines for the types of facilities proposed. Increased lighting may be considered to enhance the security of the site and provide additional safety for the users.

The proposed project would include the installation of new lighting to illuminate the bus bay along Louis Lane, the passenger platform, and park and ride lot. There would be approximately 20 light poles placed throughout the project site. Based on preliminary design, It is anticipated there would be up to five lights on the eastern side of the park and ride lot, one at the Whyte

Avenue and two at the Orlando Avenue driveways, three light pairs along the west side of the park and ride lot (six lights), and three pairs on the passenger platform (six lights). They would be placed to maximize the lighting efficiency and would be coordinated with the proposed landscape design features. The light poles would be approximately 20 to 25 feet tall (shorter than standard City light poles, which are 30 feet tall). Each 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 lights would be on an automatic timer. All lights would be on in the evening hours until 10PM, at which time half the lights would be turned off, until dawn, when all the lights would be off. Each 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 City of Roseville 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

The existing ornamental trees in the parking lot would be removed to accommodate construction of the project. New landscaping consisting of trees and lower-story flowering plants would be installed along the station perimeter, adjacent to the passenger shelters, and in and around the parking lot. The plants would be selected to provide a variety of seasonal colors, textures, and mass groupings for interest and variety. Linear vegetated planters within the parking lot would include a blend of various grasses, which would provide stormwater quality treatment. Tree planting in the parking lot would conform to the parking lot shading requirement of the City of Roseville Community Design Guidelines (Appendix B of the Guidelines). Landscape plants would be drought-tolerant, consistent with the City of Roseville's Water Efficient Landscape Ordinance.

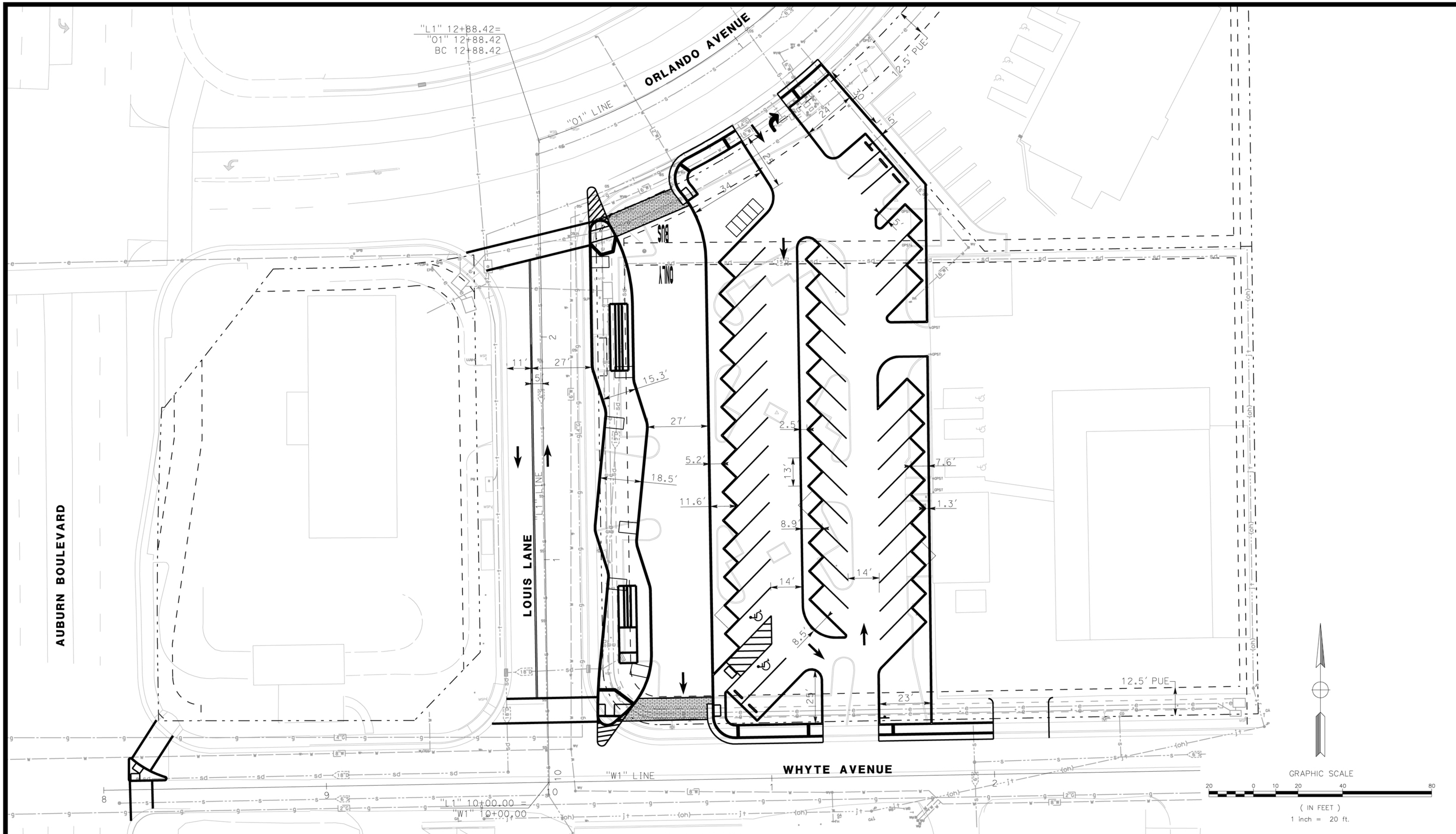
OFF-SITE IMPROVEMENTS

Auburn Boulevard/Whyte Avenue Design Option

The City is considering an alternative off-site improvement to improve safety at the intersection of Whyte Avenue and Auburn Boulevard. This would consist of a raised corner island that would be installed to channelize westbound right turns, and prohibit westbound left turns onto Auburn Boulevard, as shown in Figure 6. A crosswalk would also be added at this intersection to improve pedestrian safety. Although not a part of the project as proposed, the analysis presented in this initial study evaluates the potential environmental effects of implementing this option.

RIGHT-OF-WAY (ROW) ACQUISITION

The proposed project would require the acquisition of private parcels potentially involving two parcel owners. These ROW acquisition areas would occur on the east side of Louis Lane. The ROW acquisition(s) may be needed to accommodate reciprocal parking and/or access easements with adjacent parcels.



BENCH MARK ELEVATION ____ DATUM ____ DESCRIPTION	DESIGN BY: DRAWN BY: CHECKED BY: SCALE: AS SHOWN DATE: PROJECT NO:	PRELIMINARY	CITY OF ROSEVILLE DEPARTMENT OF PUBLIC WORKS 311 VERNON STREET ROSEVILLE, CA 95678 (916) 746-1300

CITY OF ROSEVILLE CALIFORNIA

LOUIS-ORLANDO TRANSFER POINT IMPROVEMENT PROJECT

FIGURE 6 AUBURN BOULEVARD/ WHYTE AVENUE DESIGN OPTION

CITY OF ROSEVILLE CALIFORNIA

1 OF 1

UTILITY COORDINATION

Operation of the proposed project would require connection to existing water, sanitary sewer, storm drainage, and electric utilities located in adjoining streets. New fiber optic telecommunication facilities may be installed for security camera and platform message boards from adjacent available trunk lines. Upsizing of utilities is not anticipated. Relocation of existing facilities may be required if they conflict with proposed improvements. Recycled water is not available within the project area. Existing water sources are anticipated for landscape purposes.

CONSTRUCTION

Activities

Construction of the project would require the removal of the existing paved parking lot and hardscape. Louis Lane would be repaved and/or reconstructed to repair damaged pavement sections. Each construction phase would begin with clearing the existing area as needed, such as pavement removal in the existing parking lot. Materials that can be recycled would be identified and would be hauled off-site. No off-site demolition or crushing is anticipated. Non-recyclable materials would also be hauled off-site. Following initial clearing, the site would be rough-graded, and any required drainage improvements or other underground utilities (water, sanitary sewer, electrical, fiber optic) installed. Concurrently, excavation and foundation work would be completed for the shelters, restroom, light poles and other amenities. Following completion of the foundation work, the finish grading, and asphalt and concrete paving would be done. Final stages of construction would include the installation of the passenger shelters and restroom, placement of signage and striping, light poles, and landscaping.

Construction Access and Staging

Construction access to the project site is available from existing public roadways (Orlando Avenue, Whyte Avenue, and Louis Lane via Auburn Boulevard). Construction traffic would be routed to and from the project site only along Orlando Avenue, Whyte Avenue from Auburn Boulevard. 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 within the project site.

Construction Equipment

A list of the equipment and numbers of pieces of equipment that may be used during the project is provided 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.

Equipment	Number of Pieces
Earthwork	
Scraper	One (possible)
Backhoe	Up to two
Grader	One
Water Truck	One
Asphalt/Concrete Paving	
Asphalt/concrete truck	Varies depending on activity
Paving machine	One
Roller	Two
Amenities and Landscaping	
Small pickups	Up to four
Delivery trucks	Varies depending on activity
Source: Kimley-Horn and Associates, 2012	

SCHEDULE

It is estimated that construction of the proposed project would take approximately 12 months, beginning in 2013 and ending in 2014.

COORDINATION BETWEEN SACRAMENTO REGIONAL TRANSIT AND CITY OF ROSEVILLE

The proposed project is subject to the California Environmental Quality Act (CEQA), and the City of Roseville is the lead agency for the project. As such, the City of Roseville must oversee environmental review of the project under CEQA, prior to approving the project.

However, because RT is managing and may be constructing the project and recognizes the need for a close relationship with the City of Roseville, it is prudent that all reasonable efforts to avoid significant environmental effects have been made. Towards this end, RT would comply with City of Roseville regulations regarding site planning and construction, observing applicable City ordinances, guidelines, and standards, which are listed below.

In addition, an interagency agreement has been established between the City of Roseville and RT to complete the project environmental review, final design, right of way acquisition and construction.

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 adopting 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)
- Tree Preservation Ordinance (RMC Ch.19.66)
- Community Design Guidelines (Resolution 95-347)

The City's mitigating ordinances, guidelines, and standards are referenced, where applicable, in the environmental checklist (Chapter 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 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 will 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 must also implement the applicable requirements of the Placer County Flood Control and Water Conservation District's (PCFCWCD's) Stormwater Management Manual (Placer County Flood Control and Water Conservation District 1994).

Traffic Control Plan

The City will 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 will 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 bus transfer locations to continue bus operations during construction,
- 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

Local and State

The following City of Roseville 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 (MMRP) – Roseville City Council
- Project approval – Roseville City Council
- Building Permit for restroom facility

The following state agency permits and/or approvals would be needed:

- WDID No. from the State Water Resources Control Board

Federal

Sacramento Regional Transit and the City of Roseville will be using a combination of City and federal funds for the project. Because federal grant funding for the proposed action will be used, compliance with NEPA is required. The project appears to qualify for a categorical exclusion (CE) under NEPA, supported by technical studies, which would be issued by Federal Transportation Agency (FTA).

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 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 incorporated 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.

Mark J Morse	7-2-12
Signature	Date
Mark Morse	City of Roseville
Printed Name	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?	❑	❑	❑	■
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings along a scenic highway?	❑	❑	❑	■
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	❑	❑	■	❑
d. Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?	❑	❑	■	❑

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 provide bus transit stop enhancements at a location currently used as a bus stop and a private parking lot. In its existing condition, the project site does not possess a valuable visual character. The site is in an area characterized by dense urbanization, including residences and businesses. Visible project features such as a new passenger platform would be smaller in terms of mass and scale than surrounding buildings. It would include aesthetically pleasing architecture and fixtures that would be a visual improvement compared to the existing facilities. It would be compatible with existing and surrounding commercial and residential uses. New landscaping consisting of ornamental trees, shrubs, and smaller plants would be installed that would enhance the appearance of the site compared to existing conditions. Trees would be species that would be selected to provide 50 percent shade canopy in accordance with City requirements. As a result, the combination of the height, texture, and density of the trees would help visually soften the appearance of the park and ride lot. The proposed project could accommodate up to six buses at a time at the transfer point, but only for short periods of time, similar to existing conditions. There would be more cars vehicles parked in the parking lot than existing conditions. However, neither of these operational characteristics would introduce a new use that would differ substantially from existing conditions or degrade views. Construction would be temporary and would not permanently degrade the character or quality of the project area and surroundings. No mitigation is required.

Auburn Boulevard/Whyte Avenue Design Option

The design option would not result in any aesthetics impacts that would differ from those described above.

Shared Driveway Option

Use of a shared driveway would not result in any aesthetics impacts that would differ from those described above.

d. **Less-than-Significant Impact.** The proposed project would be illuminated at night, which could affect nighttime views. The park and ride lot would provide up to 44 spaces for passenger vehicles, which could be a source of glare from windshields during the day. The following evaluates each of these potential effects.

Nighttime Lighting

Nighttime ambient light levels in and around the project are subdued; the project site and vicinity are relatively dark. Sources nighttime lighting include two City light poles approximately 30 feet tall, one on the north side of Whyte Avenue and one on Louis Lane. Lighting from the gas station canopies on the west side of Louis Lane is a prominent source of nighttime lighting at eye level when viewed from Whyte Avenue, the parking lot and businesses to the east, and from Orlando Avenue. The gas station canopy lights are illuminated throughout the night. Other sources of nighttime lighting include illuminated neon signage and incandescent fixtures at The Station restaurant on the north side of Orlando Avenue, the Back Forty Texas BBQ east of the parking lot, and interior and exterior incandescent lighting at the JerryLee Beauty College. These sources of nighttime lighting dominate the near-range views. South of the project site and continuing east on Whyte Avenue, lighting is generally limited to porch lights, lights emanating from interiors, and street lights. Whyte Avenue experiences a very low volume of traffic, as does Louis Lane. As such, the contribution of vehicle headlights to ambient nighttime lighting levels is minimal.

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 because the project's continued use as a bus transfer point with nighttime lighting would remain consistent with surrounding commercial development on the west, north, east, and south and would not introduce a new use.

There is one single-family dwelling immediately south of the project site, on the south side of Whyte Avenue. Single-family dwellings continue east on both sides of Whyte Avenue, but the roadway dips down approximately half way between the commercial building east of the project and Eddie Drive, such that all but a few dwellings are at a lower elevation than the project site and do not direct views of the site. Further, when

viewed from residences on the south side of Whyte Avenue, the height of the light fixtures would diminish with distance; that is, they would appear shorter than the existing City light poles, which are the greatest contributor to ambient nighttime lighting levels at that location, and would be similar in height to the gas station canopy lighting west of Louis Lane. From the viewer's perspective, the lighting would tend to blend into the background. 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. In addition, new landscaping would be installed throughout the park and ride lot, including trees on the south side of the lot, which would partially obscure views of project lighting. Lighting would not be visible to residences on Eddie Drive because that area is situated at a lower elevation than the project site, and commercial buildings on the east side of the proposed park and ride lot and tall and mature trees block views of the site from that location.

The park and ride would be a public lot; headlights on vehicles entering and exiting the park and ride lot at the Whyte Avenue driveway would be a new, although not substantial, source of light for the following reasons. The park and ride lot is relatively small (up to 44 spaces, 39 of which are reserved for the adjacent commercial business, see Item XVI, Transportation/Traffic). Therefore, traffic volumes are not high. Further, it is anticipated park and ride lot would mostly be used by commuters, so vehicles entering and exiting the lot would be during peak hour (and dark only during the winter months). Few vehicles would turn into or out of the Whyte Avenue driveway between the end of PM peak hour and 10PM, and likely very few, if any, vehicles after 10PM because there are no routes that operate after at the existing transfer point and no changes in service are proposed as part of the project.

Therefore, the proposed project would not create a new source of substantial light that would adversely affect nighttime views in the area, and no mitigation is required.

Glare

The proposed project would include 44 vehicle spaces in the park and ride lot. At maximum occupancy, this be a substantial increase over existing conditions. Vehicle windshields could be a source of daytime glare. The potential for glare to affect off-site uses would be minimized through installation of new landscaping, including trees that would selected to provide 50% shade canopy in accordance with City requirements. The passenger platform would include minimal reflective surfaces. There would be no change in bus service frequency or number of buses such that glare from metallic surfaces or windshields on the buses would increase. No mitigation is required.

Auburn Boulevard/Whyte Avenue Design Option

The design option would not result in any nighttime lighting or impacts that would differ from those described above.

Shared Driveway Option

Use of a shared driveway would not result in any nighttime lighting or glare impacts that would differ from those described above.

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?	❑	❑	❑	■
b. Conflict with existing zoning for agricultural use or conflict with a Williamson Act contract?	❑	❑	❑	■
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))?	❑	❑	❑	■
d. Result in the loss of forest land or conversion of forest land to non-forest use?	❑	❑	❑	■
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?	❑	❑	❑	■

Discussion of Checklist Answers:

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

III. AIR QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less-Than-Significant Impact	No Impact or Exempt per 21083.3
a. Conflict with or obstruct implementation of the applicable air quality plan?	❑	❑	■	❑
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	❑	❑	■	❑
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)?	❑	❑	■	❑
d. Expose sensitive receptors to substantial pollutant concentrations?	❑	❑	■	❑
e. Create objectionable odors affecting a substantial number of people?	❑	❑	■	❑

Discussion

a. **Less-Than-Significant Impact.** The City of Roseville, along with the south Placer County area, is located in the Sacramento Air Quality Maintenance Area (SAQMA). Under the California Clean Air Act, Placer County has been designated a "serious non-attainment" area for ozone and a "non-attainment" area for PM_{10} (particulate matter less than 10 microns in diameter). The Placer County Air Pollution Control District (PCAPCD) is responsible for administration of state and federal air quality standards. the PCACPD Air Quality Attainment Plan (AQAP) is required by the California Clean Air Act (CCAA) and is designed to bring Placer County into compliance with state ozone standards, which are generally more stringent than current federal ambient air quality standards (AAQS). Under the federal Clean Air Act, Placer County is designated as a severe non-attainment area for ozone, and is an attainment area for the federal PM10 standards. The Sacramento Air Council of Governments (SACOG), in conjunction with SAQMA air quality management districts, and the California Air Resources Board (CARB), developed the SAQMA portion of the State Implementation Plan (SIP). The SIP is required to demonstrate compliance with the federal Clean Air Act Amendments.

The project's construction and operational emissions would be well below PCAPCD recommended thresholds, as explained in Item b, below. Because the emissions impacts would not be significant, the project would not conflict with or obstruct implementation of the AQAP or SIP.

Auburn Boulevard/Whyte Avenue Design Option

The design option would not result in any air quality plan implementation impacts that would differ from the proposed project impacts described above.

Shared Driveway Option

Use of a shared driveway would not result in any air quality plan implementation impacts that would differ from the proposed project because it only involves the use of a shared driveway.

b. **Less-Than-Significant Impact.** Implementation of the proposed project would result in short-term, temporary construction emissions and minimal operational emissions of criteria air pollutants.

Construction

Construction of the proposed project would generate criteria air pollutant emissions from heavy equipment use, worker vehicle trips, and material deliveries. The greatest source of construction emissions would be exhaust and dust emissions associated with removing existing pavement, preparing the subbase for the parking lot, and repaving, and installation of the passenger platform. Table 1 summarizes unmitigated construction emissions based on the construction mix and project duration identified in the project description. As shown, the unmitigated construction emissions would not exceed and would be well under PCACPD recommended thresholds of significance.

The PCAPCD has adopted District Rules for construction projects. PCAPCD Rule 228 requirements would apply to the proposed project.

In addition, City or Roseville Design and Construction Standards would also apply to construction, which includes dust control measures. Standard City practice is to include the following applicable adopted rules as notes on the approved engineering plan set as a reminder to the construction contractor:

1. Construction equipment exhaust emissions shall not exceed Placer County APCD Rule 202 visible emission limitations. Operators of vehicles and equipment found to exceed opacity limits are to be immediately notified by APCD to cease operations and the equipment must be repaired within 72 hours. (based on APCD Rule 202)

2. The contractor shall suspend all grading operations when fugitive dust exceeds Placer County APCD Rule 228 (fugitive dust) limitations. The prime contractor shall be responsible for having an individual who is CARB-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 Placer County APCD Rule 228 fugitive dust limitations. Operators of vehicles and equipment found to exceed opacity limits will be notified by APCD and the equipment must be repaired within 72 hours. (based on APCD Rule 228)

3. During construction, traffic speeds on all unpaved surfaces shall be limited to 15 miles per hour or less. (based on APCD 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 APCD 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 APCD Rule 217).

Table 1 shows mitigated reductions for PM_{10} and $PM_{2.5}$ assuming use of dust control measures in accordance with the City's standard notes for grading plans:

5. Non-potable water shall be sprayed on all exposed earth surfaces during clearing grading, earth moving, and other site preparation activities. The exposed earth shall be watered throughout the day to minimize dust.

6. Tarpaulins or other effective covers shall be used on all stockpiled earth material and on haul trucks to minimize dust.

8. Adjacent street frontages shall be swept at least once a day to remove silt and other dirt which is evident from construction activities.

9. The contractor shall be responsible for cleaning construction vehicles leaving the site on a daily basis to prevent dust, silt and dirt from being released or tracked offsite.

PM_{10} emissions would also be reduced through the use of Tier 1 diesel particulate filters in heavy equipment.

TABLE 1 ESTIMATED CONSTRUCTION EMISSIONS

Pollutant	PCAPCD Significance Threshold (lbs/day)	Maximum Daily Construction Emissions (lbs/day) Unmitigated		Maximum Daily Construction Emissions (lbs/day) Mitigated	
		Winter	Summer	Winter	Summer
ROG	82	5.18	5.18	5.18	5.18
NO_x	82	38.92	38.90	38.92	38.90
CO	550	24.53	24.59	24.53	24.59
PM_{10}	82	3.03	3.03	2.94	2.94
$PM_{2.5}$	none established	2.31	2.31	2.31	2.31
Source: Atkins, 2012. CalEEMod output provided in Appendix A.					

Auburn Boulevard/Whyte Avenue Design Option

Construction of the design option would result in criteria air pollutant emissions that would be within the estimates provided in Table 1.

Shared Driveway Option

Minimal equipment would be necessary to install this option and is already accounted for the proposed project emissions listed in Table 1.

Operation

The proposed project would result criteria air pollutant emissions, but such emissions would be minimal. There would be no change in emissions from buses using the LOTP because the proposed project does not include changes in the number or frequency of bus service. Emissions would be generated by occasional vehicle trips to service the passenger platform and restroom, and landscape maintenance, but emissions would be negligible. The proposed project would provide parking for transit uses, which would result in a net increase of trips 38 vehicle trips in the AM Peak Hour, and 46 vehicle trips in the PM Peak Hour at maximum occupancy (see Item XVI, Transportation/Traffic). However, this would not be a source of new long-term operational emissions because people using the park and ride are primarily expected to be commuters who would otherwise drive their cars to work. As such, the number of vehicle trips with the proposed project would be similar to the number of vehicle trips without the project, and the emissions associated with those trips are already occurring. The proposed project is expected to result in a net benefit to air quality because it would be likely to reduce commuter vehicle miles traveled (VMT), which is directly proportional to air emissions. For example, for people using the park and ride and commuter buses, multiple single-occupancy vehicle trips would be replaced by one bus trip.

There would be a minor amount of off-site emissions generated as a result of electric energy use at the LOTP. Indirect emissions would be minimized to the extent practical because the City is contemplating a variety of energy-saving elements that could be incorporated into the project such as: solar tubing or sky lights in the restroom; electric vehicle charging stations; smart irrigation controllers; insulation, radiant barrier roof sheathing and a "cool roof" to provide for a restroom that would need no treated air; "Dark Sky" exterior light fixtures; and tankless water heater and alternate piping methods for the restroom.

Auburn Boulevard/Whyte Avenue Design Option

Operation of the design option would not result in any additional criteria air pollutant emissions because it would not result affect total trips or VMT.

Shared Driveway Option

There would be no additional operational criteria air pollutant emissions generated by this option because it would involve only the use of a shared driveway, which would not affect total trips or VMT.

c. **Less-than-Significant Impact.** Implementation of the proposed project would not result in a long-term net increase in ROG or NO_x emissions, as explained in item c, above. For

this reason, the project's contribution to air quality degradation and long-term operational ozone precursor emissions would not be cumulatively significant.

Auburn Boulevard/Whyte Avenue Design Option

Because this option would not result in any additional criteria air pollutant emissions and is accounted for in the impacts presented above, impacts would be the same as the proposed project and would be less than significant.

Shared Driveway Option

There would be no additional criteria air pollutant emissions generated by this option, and, therefore, would not contribute to a cumulative effect.

d. **Less-Than-Significant Impact.** Emissions of CO and PM are identified as localized emissions and have the potential to adversely impact sensitive receptors from the emission of these pollutants in a relatively small area, most notably at congested intersections. Implementation of the proposed project would not cause intersections to become congested (see Item XVI, Transportation/Traffic), and, therefore, would not cause an increase in localized CO and PM emissions compared to existing conditions.

The PCAPCD generally defines sensitive receptors as schools, hospitals, senior centers, and places where people of poor health may be located. The closest sensitive receptor is a single-family residence approximately 60 feet south of the southern boundary of the project site, along Whyte Avenue, and additional residences along Whyte Avenue further to the east. Commercial development is present to the south, west, north, and east. Diesel particulate matter (DPM) is emitted from the combustion of diesel fuel. DPM is a toxic air contamination (TAC). Other TACs are also emitted from the combustion of diesel fuel, but DPM is the largest contributor to TAC risk. Health risks associated with exposure to diesel exhaust is typically associated with long-term exposure (e.g., high volume freeways and trucking operations), which would not occur at the proposed project. Heavy equipment use at the project during construction would be a source of DPM, but it would be limited to a few pieces that would operate intermittently and for short periods of time on the approximately 1-acre parcel. This would not cause a substantial increase in DPM emissions that would result in acute or chronic effects on sensitive receptors.

Auburn Boulevard/Whyte Avenue Design Option

The design option would not result in any localized CO, PM, or DPM impacts that would differ from the proposed project.

Shared Driveway Option

Use of a shared driveway would not result in any CO, PM, or DPM impacts that would differ from the proposed project.

e. **Less-Than-Significant Impact.** During construction of the proposed project, emissions from construction equipment, such as diesel exhaust, and asphalt paving may create objectionable odors. However, these odors would temporary in nature and generally limited to the construction site, and this would not affect large numbers of people.

Auburn Boulevard/Whyte Avenue Design Option

The design option would not result in any localized odor impacts that would differ from the proposed project.

Shared Driveway Option

Use of a shared driveway would not result in any odor impacts that would differ from the proposed project.

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?	❑	■	❑	❑
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?	❑	❑	❑	■
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?	❑	❑	❑	■
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?	❑	❑	❑	■
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	❑	❑	❑	■
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?	❑	❑	❑	■

Discussion

a. **Less than Significant with Mitigation.** The proposed project would result in the removal of vegetation to accommodate construction of the LOTP passenger platform, parking lot, and landscaping. A biological resources assessment of the project site was prepared in February 2012, which include a site reconnaissance, and a review of the California Natural Diversity Database (CNDDB) and other sources, wetlands inventory information, and applicable City policies.[1] The results of the assessment are presented in this section.

[1] Atkins, Biological Resources Memorandum, Louis Orlando Transfer Point Project, City of Roseville, Placer County, California. March 2012. Available for review during normal business hours at the City of Roseville, 311 Vernon Street, Roseville, CA.

Special-Status Plant Species

Based on a list compiled through the CNDDB and other sources, nine special-status plant species are known to occur in the region or have been reported at locations within approximately two miles of the project site. None of the nine special-status plant species have been reported as occurring within the project site.

The project site is completely developed. Native soils and naturalized habitat are absent from the project site. No special-status plant species have a high potential to occur within the project site due to lack of suitable habitat and disturbance factors, including any of the nine special-status plants known to occur in the region. No special-status plant species were observed during the general biological survey on February 6, 2012. Where vegetation is present within the project site, it is dominated by non-native plant species typical of ornamental landscaping and disturbed areas, which do not provide suitable conditions for special-status plants. The underlying soils within the site are highly disturbed and not known to be specifically associated with any special-status plant species. The proposed project would be situated within existing developed areas that are generally unsuitable for special-status plants. Therefore, the proposed project is not anticipated to result in any impacts on special-status plant species, and no mitigation is required.

Special-Status Animal Species

Based on a list compiled through the CNDDB and other sources, 20 special-status animal species are known to occur in the region or have been reported at locations within approximately two miles of the project site. None of the 20 special-status animal species have been reported as occurring within the project site.

No special-status animal species have a high potential to occur within the project site, including any of the 20 special-status animals known to occur in the region. The proposed project would occur on urbanized land that is highly disturbed and generally unsuitable for most special-status animal species. The existing developed land is highly disturbed, surrounded by existing development, locally and regionally isolated, and relatively small in size, and would not be expected to support any special-status animal species. Therefore, the proposed project is not anticipated to result in any impacts on special-status animal species, and no mitigation is required.

Migratory Birds

The survey area and immediate vicinity contain trees, shrubs, and man-made structures (e.g., buildings) that provide marginal nesting habitat for common (non-sensitive) birds protected under the federal Migratory Bird Treaty Act (MBTA) and California Fish and Game Code (CFG Code). No raptors (i.e., birds of prey such as hawks and owls) would be expected to nest on or in the immediate vicinity of the project site due to lack of suitable nesting habitat and existing disturbances. Construction of the proposed project could result in the removal or trimming of trees and shrubs during the general bird

nesting season (February 1 through August 31) and, therefore, could result in impacts on nesting birds in violation of the MBTA and CFG Code. Direct impacts could occur as a result of removal of vegetation supporting an active nest. Indirect impacts could occur as a result of construction noise and vibration in the immediate vicinity of an active nest, such that the disturbance results in a nest failure. These impacts would be considered significant in violation of the MBTA and CFG Code. Mitigation Measure 1 would require that the City perform pre-construction surveys and implement avoidance measures to prevent construction-related impacts on nesting birds in violation of the MBTA and CFG Code, thereby reducing the potential impact to a less-than-significant level.

Mitigation Measure 1 (Pre-Construction Nesting Bird Surveys)

Potential nesting habitat at the project site, including existing trees, shrubs, and building, shall not be removed or disturbed between February 1 and August 31 to avoid impacts on nesting birds, to the extent feasible. If project construction requiring the removal or disturbance of nesting habitat cannot be avoided during the period of February 1 through August 31, the City shall retain a qualified biologist to conduct a survey of all potential nesting habitat on and within 250 feet (500 feet for raptors) of the project site for nesting birds prior to commencing construction activities. Surveys shall be conducted once a day for five days at the appropriate time of day during the breeding season, and surveys shall end no more than three days prior to removal and/or disturbance of nesting habitat. If no nesting birds are observed, project activities may begin. If an active bird nest is located, the nest site shall be avoided with a minimum of 200 feet (500 feet for raptors) of setbacks in all directions, and this area shall not be disturbed until after August 31 or until the nest becomes inactive. If project construction requiring the removal or disturbance of nesting habitat occurs between September 1 and January 31 (outside the non-breeding season for nesting birds), no nesting bird surveys are required.

Auburn Boulevard/Whyte Avenue Design Option

The are no special-status species at this location, and no trees would be removed that could affect migratory bird nesting habitat.

Shared Driveway Option

The shared driveway option would involve the removal of vegetation between the proposed park and ride lot and the restaurant lot. Impacts would be within the scope of the biological resources impact analysis for the proposed project, and there would be no new or different impacts as a result of implementing this option.

b. **No Impact**. The project site is situated on developed property that does not support any riparian habitat or sensitive natural communities. Further, no riparian habitat or sensitive natural communities occur adjacent to the project site. Therefore, the proposed project

would not impact any riparian habitat or sensitive natural communities. No mitigation is required.

c. **No Impact.** The project site is within developed uplands that lack any drainage features or characteristics of wetland resources. No wetlands have been mapped on or in the immediate vicinity according to the U.S. Fish and Wildlife Service's National Wetlands Inventory data. The site does not contain the physical characteristics to support any wetlands or other jurisdictional resources regulated by the U.S. Army Corps of Engineers (USACE) pursuant to Section 404 of the Clean Water Act (CWA); the Regional Water Quality Control Board (RWQCB) pursuant to Section 401 of the CWA and State Porter-Cologne Water Quality Control Act; and/or, the California Department of Fish and Game (CDFG) pursuant to Sections 1600 et seq. of CFG Code. Further, no wetlands or other jurisdictional resources occur adjacent to the project site. Therefore, the proposed project would not result in any impacts on federally protected wetlands or other jurisdictional resources and no mitigation is required.

d. **No Impact**. There are no wildlife corridors, linkages, or nursery sites occur on or in the immediate vicinity of 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. The closest potential corridor or linkage is approximately 0.8 mile north of the site within the Dry Creek riparian corridor. The survey area is separated and disconnected from this and other potential corridors by existing developments. 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 supports a single blue oak sapling within a small landscape island associated with the parking lot north of Whyte Avenue and east of Louis Lane. The proposed LOTP facilities would likely require the removal of all existing trees within the project site, including the blue oak sapling. An approximate DBH measurement of the blue oak was taken during the February 6, 2012 general biological survey. The approximate DBH of the blue oak sapling was measured at three inches, which does not meet the minimum DBH requirements to be considered a Protected Tree pursuant to Roseville Municipal Code. 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.

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?	❑	■	❑	❑
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	❑	■	❑	❑
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	❑	■	❑	❑
d. Disturb any human remains, including those interred outside of formal cemeteries?	❑	■	❑	❑

Discussion

a,b,c. **Less-than-Significant with Mitigation.** A cultural resources investigation was prepared for the project.[2] There are no known or previously recorded historic or archaeological resources within the area of potential effect (APE). The project site has been previously disturbed, and the area consists of modern buildings, pavement, and ornamental landscaping. Previous ground disturbance and a lack of documented resources within the surrounding area indicates a low potential for the presence of cultural resources. Installation of the passenger platforms, underground utilities, and re-paving of the parking lot would involve some subsurface disturbance to a maximum depth of approximately 5 to 6 feet.

Given the potential depth of excavation, it is possible that ground-disturbing activities may uncover presently obscured or buried and previously unknown cultural resources. In the event that construction activities occur within previously undisturbed soils and buried cultural resources are discovered, such resources could be damaged or destroyed, potentially resulting in significant impacts on cultural resources. Implementation of Mitigation Measure 2 would reduce this impact to a less-than-significant level.

Mitigation Measure 2 (Previously Unidentified Cultural Resources)

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

[2] Atkins, California Historical Resources Information System Records Search Results, Native American Heritage Commission Sacred Lands Database Search Results and Sensitivity Designations for the Louis Orlando Transfer Point Improvement Project (LOTP), letter to Raul Cervantes, City of Roseville, March 23, 2012. Available for review during normal business hours at the City of Roseville, 311 Vernon Street, Roseville, CA.

Construction shall stop if cultural resources are suspected. 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. The archeologist may require additional mitigation.

(b) In the event resources are discovered, the City shall request 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.

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

d. **Less-than-Significant with Mitigation**. There are no known formal cemeteries present within the APE, and the results of the records search did not indicate that human remains are present at the previously recorded cultural resource site known within the 0.50-mile search radius. However, there is always the possibility that ground-disturbing activities during construction may uncover previously unknown and buried human remains, which would be a potentially significant impact. Implementation of Mitigation Measure 3 would reduce this impact to a less-than-significant level.

Mitigation Measure 3 (Inadvertent Discovery of Human Remains)

(a) The City shall ensure construction specifications shall 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 Public Works Department.

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

- *The County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code (PRC) § 5097.98.*

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

Auburn Boulevard/Whyte Avenue Design Option

Implementation of this option would involve minimal subsurface disturbance. Impacts would be within the scope of the cultural resources impact analysis for the proposed project, and there would be no new or different impacts as a result of this option.

Shared Driveway Option

The shared driveway option would involve the removal of a curb and landscape planter and reconstruction of pavement between the proposed park and ride lot and the restaurant lot to create the shared driveway. Impacts would be within the scope of the cultural resources impact analysis for the proposed project, and there would be no new or different impacts as a result of this option.

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.	❑	❑	❑	■
ii. Strong seismic groundshaking?	❑	❑	❑	■
iii. Seismic-related ground failure, including liquefaction?	❑	❑	■	❑
iv. Landslides?	❑	❑	❑	■
b. Result in substantial soil erosion or the loss of topsoil?	❑	❑	■	❑
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?	❑	❑	❑	■
d. Be located on expansive soil, as defined in Section 1803.5.3 of the 2010 CBC, creating substantial risks to life or property?	❑	❑	■	❑

Discussion of Checklist Answers:

a. **Less-than-Significant Impact.** Several faults have been identified within 62 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 (the existence of which is disputed because of a lack of recorded activity), 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 (see Section 2, City of Roseville Mitigating Ordinances, Guidelines, and 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.

Auburn Boulevard/Whyte Avenue Design Option

Implementation of this option would involve minimal subsurface disturbance. Impacts would be as described for the proposed project, above, and there would be no new or different impacts as a result of this option.

Shared Driveway Option

The shared driveway option would involve the removal of a curb and landscape planter and reconstruction of pavement between the proposed park and ride lot and the restaurant lot to create the shared driveway. Impacts would be within the scope of the above impact analysis for the proposed project, above, and there would be no new or different impacts as a result of this option.

b. **Less-than-Significant Impact.** Construction of the proposed project would involve removing the existing asphalt from the parking lot, which would temporarily expose soil to wind or water erosion. To minimize erosion during construction, the City will require the project contractor to implement a storm water pollution prevention plan (SWPPP) to comply with the National Pollutant Discharge Elimination System (NPDES) general permit administered by the State Water Resources Control Board. The SWPPP will identify structural and nonstructural best management practices (BMPs) to control erosion. The SWPPP will include spill prevention and control plan to ensure transport, storage, and handling of hazardous materials required for construction is conducted in a manner consistent with relevant regulations and guidelines. In addition, the project will comply with the City's Design and Construction Standards, which prescribe erosion/sediment control and grading requirements addressing erosion. After construction, the site would be covered with impervious surfaces and landscaping, which would not be susceptible to erosion.

Auburn Boulevard/Whyte Avenue Design Option

Implementation of this option would involve installing a raised corner island. Impacts would be as described for the proposed project, above, and there would be no new or different impacts as a result of this option.

Shared Driveway Option

The shared driveway option would involve the removal of a curb and landscape planter and reconstruction of pavement between the proposed park and ride lot and the restaurant lot to create a shared driveway. Impacts would be within the scope of the above impact analysis for the proposed project, above, and there would be no new or different impacts as a result of this option.

c. **Less-than-Significant Impact.** Lateral spreading, a phenomenon associated with liquefaction, subsidence, or other geologic or soils conditions that could create unstable subsurface conditions that could affect the proposed project features is not a significant hazard for the project site. During project design and prior to construction, the City will ensure the design specifications in the site-specific geotechnical report prepared for the project are incorporated into the project, in accordance with City of Roseville Design and Construction Standards (see Section 2, City of Roseville Mitigating Ordinances, Guidelines, and Standards). No mitigation is required.

Auburn Boulevard/Whyte Avenue Design Option

Implementation of this option would involve installing a raised corner island. Impacts would be as described for the proposed project, above, and there would be no new or different impacts as a result of this option.

Shared Driveway Option

The shared driveway option would involve the removal of a curb and landscape planter and reconstruction of pavement between the proposed park and ride lot and the restaurant lot to create a shared driveway. Impacts would be within the scope of the above impact analysis for the proposed project, above, and there would be no new or different impacts as a result of this option.

d. **Less-than-Significant Impact.** The project site consists of an existing paved parking lot, roadways, and sidewalks. New pavement would be installed for the park-and-ride lot, and new concrete passenger loading areas would be installed. These new features could be susceptible to damage, depending upon underlying soil characteristics such as shrink-swell potential, permeability, 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**.** No mitigation is required.

Auburn Boulevard/Whyte Avenue Design Option

Implementation of this option would involve installing a raised corner island. Impacts would be as described for the proposed project, above, and there would be no new or different impacts as a result of this option.

Shared Driveway Option

The shared driveway option would involve the removal of a curb and landscape planter and reconstruction of pavement between the proposed park and ride lot and the restaurant lot to create a shared driveway. Impacts would be within the scope of the above impact analysis for the proposed project, above, and there would be no new or different impacts as a result of this option.

e. **No Impact.** Wastewater from the restroom would be conveyed to the City's sewer system. 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?	❑	❑	■	❑
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	❑	❑	■	❑

Discussion of Checklist Answers:

a. **Less-than-Significant Impact.** The proposed project would consist of facilities and amenities to support the use and operation of an improved passenger transfer station for three transit service providers. No changes in transit service are proposed. Existing bus routes and schedules would remain unaffected by the proposed project.

Construction of the project would result in the emission of greenhouse gases through the operation of on-site equipment. Construction would be temporary, resulting in a total 323.19 metric tons of carbon dioxide equivalents (MT CO_2e) over the short, approximately one-year construction period.[3] When amortized over an approximately 40-year anticipated project lifetime, this would result in an average annual emissions of 8.08 MT CO_2e.

The operation of on-site facilities such as a single stall restroom and on-site lighting, would indirectly increase GHG emissions through energy and water use compared to existing conditions; however, these emissions would be negligible. The City is contemplating a variety of energy-saving elements that could be incorporated into the project, which would reduce GHG emissions. These could include but would not be limited to: solar tubing or sky lights in the restroom; electric vehicle charging stations; solar reflective index colored pavers to reduce heat island effect; smart irrigation controllers; insulation, radiant barrier roof sheathing and a "cool roof" to provide for a restroom that would need no treated air; awnings and platform shade for the comfort of the passengers and protection for vending machines; "Dark Sky" exterior light fixtures; and tankless water heater and alternate piping methods for restroom. Because the proposed project would not affect bus schedules, there would be no increase in GHGs directly emitted from buses. The proposed project is expected to result in a reduction in vehicle miles traveled because the park and ride lot would provide additional commuter opportunities, thus reducing GHG emissions from single-occupant vehicles (SOV).

To date, neither the PCAPCD nor California Air Resources Board (CARB) have adopted a numerical threshold against which to measure whether a project's contribution to GHG

[3] Atkins, 2012. CalEEMod output provided in Appendix A.

emissions would be cumulatively considerable. However, the California Air Pollution Control Officers Association (CAPCOA) references a value of 900 MT CO_2e per year as a measure of the need for mitigation.[4] The Sacramento Metropolitan Air Quality Management District (SMAQMD) also has not adopted a threshold, but other air districts have adopted or have proposed thresholds for development projects. For example, the San Luis Opisbo APCD has formally adopted a "bright line" criterion of 1,100 $MTCO_2e$. The Bay Area Air Quality Management District (BAAQMD) is also considering the same criterion, but it has not been adopted.[5]

The combination of amortized direct construction emissions and minimal indirect operational GHG emissions would be well below both criteria, and, therefore, the proposed project's emissions would not be significant.

Auburn Boulevard/Whyte Avenue Design Option

Installation of the design option would result in minimal additional GHG emissions and is accounted for in the construction equipment emissions estimated for the proposed project. Operation of the design option would not generate GHGs.

Shared Driveway Option

Construction of the shared driveway would result in minimal additional GHG emissions and is accounted for in the equipment emissions estimated for the proposed project. Operation of the shared driveway option would not generate GHGs.

b. **Less-than-Significant Impact**. Under CEQA, a project's contribution to greenhouse gas emissions would not be significant if it complies with a qualified greenhouse gas reduction strategy (e.g., Climate Action Plan) that addresses that addresses the project's GHG emissions. The City of Roseville adopted a "City Operational Climate Action Plan" in 2009, which 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 be designed to be at least 15% more energy-efficient than current (2011) Title 24 CalGreen requirements, and, therefore, would be consistent with the City's adopted plan.

The proposed project is designed such that it would accommodate an anticipated growth in service use between 2014 and 2020. By increasing parking facilities and increasing the safety and convenience of the area, the proposed project is expected to help enhance the transit services at that location, which would be consistent with the City's GHG reduction strategy. As knowledge of the facility increases, ridership is also

[4] California Air Pollution Control Officers Association (CAPCOA), CEQA and Climate Change:Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to CEQA, August 2010, p.26. The CAPCOA document implies a 900 MT CO_2e value is low enough to capture 90% of all future development projects in the state, while being high enough to exclude small development projects that contribute very little to cumulative GHG emissions.

[5] Both districts developed the 1,100 $MTCO_2e$ criterion using the CAPCOA methodology, but adjusted it for local conditions.

anticipated to increase reaching capacity around 2020. The increase in transit ridership would reduce the overall vehicle miles traveled within the region, thereby increasing the City's ability to meet its required SB375 transportation goals. The decrease in vehicle miles traveled, and hence the decrease in GHGs associated with the operation of motor vehicles is anticipated to more than offset any GHG emissions from on-site energy consumption.

In April 2012, SACOG adopted its Metropolitan Transportation Plan/Sustainable Communities Strategies (MTP/SCS 2035). Implementation of the MTP/SCS 2035 would result in a reduction in vehicle miles traveled, and, as demonstrated in the certified EIR for the MTP/SCS 2035, would result in a downward trend in GHG emissions. The MTP/SCS specifically notes that transportation improvements by 2035, including transit facilities, and bicycle and pedestrian improvements, among other items, are expected to reduce GHG emissions.[6] The proposed project is intended to enhance transit travel by providing improved passenger facilities and a park and ride lot, which is expected to encourage greater use of transit compared to existing conditions. Therefore, because the proposed project would be consistent with the MTP/SCS 2035, impacts would not be significant.

Therefore, there would be no conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

Auburn Boulevard/Whyte Avenue Design Option

Installation and operation of the design option would be within the scope of the proposed project's GHG emissions and, therefore, would be consistent with applicable plans.

Shared Driveway Option

Construction of the shared driveway would result in minimal additional GHG emissions and is accounted for in the equipment emissions estimated for the proposed project. Operation of the shared driveway option would not generate GHGs. This option would be within the scope of the plan consistency analysis for the proposed project.

[6] Sacramento Area Council of Governments, MTP/SCS 2035 Draft Environmental Impact Report (SCH No. 2011012081). December 2011. Chapter 8- Energy and Global Climate Change.

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?	❑	❑	■	❑
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?	❑	❑	■	❑
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?	❑	❑	❑	■
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?	❑	■	❑	❑
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?	❑	❑	❑	■
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?	❑	❑	❑	■
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	❑	❑	■	❑
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?	❑	❑	❑	■

Discussion of Checklist Answers:

a,b. **Less-Than-Significant Impact.** The proposed project would involve construction activities such as site preparation, paving, and installation of station 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 (described under Environmental Commitments in Section 2) 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, including those recommended and enforced by the CUPA.

- 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. During the initial stages of project planning, Fire Department staff did not identify any special concerns regarding hazardous materials, and 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 those 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.

Auburn Boulevard/Whyte Avenue Design Option

Implementation of this option would involve installing a raised corner island. Impacts would be as described for the proposed project, above, and there would be no new or different impacts as a result of this option.

Shared Driveway Option

The shared driveway option would involve the removal of a curb and landscape planter and reconstruction of pavement between the proposed park and ride lot and the restaurant lot to create a shared driveway. Impacts would be within the scope of the above impact analysis for the proposed project, above, and there would be no new or different impacts as a result of this option.

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. **Less-than-Significant with Mitigation.** The project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.[7]

However, a Phase I Environmental Site Assessment (ESA) prepared for the project identified groundwater contamination beneath the project site as a recognized environmental condition (REC). The source of the contamination is a commingled petroleum hydrocarbon plume originating from two off-site leaking underground fuel storage tanks west of the project site. Corrective action is being implemented under the direction of the Central Valley Regional Water Quality Control Board (CVRWQCB).

There is a flush-mount monitoring well vault in the northwest corner of the parking lot just south of Orlando Avenue. This well (MW-12) is used for verification monitoring for the contaminant plume. Groundwater depths vary widely in the project vicinity, ranging from approximately 25 to 50 feet below the ground surface. Groundwater flow is generally to the north.[8] The proposed project is not expected to encounter the contaminated groundwater plume during construction because no activities are planned that would extend to that depth. Therefore, there would be no risk of upset or accident conditions that would expose construction workers to the contamination or that would result in improper disposal of groundwater (e.g., through dewatering). However, the monitoring well provides data concerning the contaminant plume. If the well were damaged during removal of pavement, utility modifications, re-paving, or placement of landscaping over the location, this could reduce the effectiveness of the well in providing meaningful data that is used to monitor the plume. In addition, because contamination has been identified in the vicinity, there is the potential, although unlikely, based on available information, that previously unknown contamination or subsurface hazards could be encountered during pavement removal and utility modifications. Implementation of Mitigation Measures 4 and would reduce this impact to a less-than-significant level.

[7] California Department of Toxic Substances Control, Envirostor. Search criteria: R Street, Sacramento, California. http://www.envirostor.dtsc.ca.gov/public/. May 2012.

[8] Atkins, Louis/Orlando Transfer Point Improvement Project Phase I Environmental Site Assessment, March 2012. Available for review during normal business hours at the City of Roseville, 311 Vernon Street, Roseville, CA.

Mitigation Measure 4 (Monitoring Well Protection)

(a) *The City of Roseville shall avoid the monitoring well in the northwest corner of the project site (MW-12), the location of which shall be noted on all design and construction drawings. Construction specifications shall include specific notations regarding measures that shall be implemented to avoid the well.*

(b) *If the well cannot be avoided through project design, the City shall notify the Central Valley Regional Water Quality Control Board to identify relocation options and/or engineering measures that would be used to ensure data collection from the well is not disrupted. Construction of project improvements that could affect the well shall not be implemented until the CVRWQCB has inspected any modifications and provided written notification to the City that it has reviewed and approved the protective measures.*

Mitigation Measure 5 (Previously Unidentified Hazardous Materials)

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

> *Should grading operations uncover hazardous materials, or what appears to be hazardous materials, the Roseville Fire Department shall be contacted immediately at (916) 774-5820. The area, which contains the hazardous materials, shall be marked off until an investigation by a member of the Fire Department is conducted.*

Auburn Boulevard/Whyte Avenue Design Option

Implementation of this option would involve installing a raised corner island, which would involve minor pavement reconstruction at the surface and possibly extending into pavement subbase. This would not be expected to intercept the contaminated groundwater plume.

Shared Driveway Option

The shared driveway option would involve the removal of a curb and landscape planter and reconstruction of pavement between the proposed park and ride lot and the restaurant lot to create a shared driveway. Impacts would be within the scope of the above impact analysis for the proposed project, above, and there would be no new or different impacts as a result of this option.

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.** During installation of the proposed improvements to provide underground utility service to the site (e.g., water, sewer, storm drainage, power), some minor trenching may be necessary in Orlando. This could result in temporary lane narrowings or closures for a short time. In accordance with Roseville Municipal Code, the City requires any traffic lane closures to be approved by the City Engineering Department and notification provided to the City Police and Fire Departments 48 hours in advance of any road closures. As noted in Section 2, Environmental Commitments, 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.

Auburn Boulevard/Whyte Avenue Design Option

Implementation of this option would involve installing a raised corner island at the intersection of Auburn Boulevard and Whyte Avenue, which could result in temporary lane closures or narrowings, as described above for the proposed project. There would be no additional impacts.

Shared Driveway Option

The shared driveway option would involve the removal of a curb and landscape planter and reconstruction of pavement between the proposed park and ride lot and the restaurant lot to create a shared driveway. This would not affect travel lanes on Orlando Avenue.

h. **No Impact.** According to the California Department of Forestry and Fire Protection (CDFFP) Placer County Natural Hazard Disclosure (Fire) map (California Department of Forestry and Fire Protection 2000), 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?	❑	❑	■	❑
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)?	❑	❑	❑	■
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?	❑	❑	■	❑
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?	❑	❑	■	❑
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?	❑	❑	■	❑
f. Otherwise substantially degrade water quality?	❑	❑	■	❑
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?	❑	❑	❑	■
h. Place structures within a 100-year flood hazard area that would impede or redirect flood flows?	❑	❑	❑	■
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?	❑	❑	❑	■
j. Contribute to inundation by seiche, tsunami, or mudflow?	❑	❑	❑	■

Discussion of Checklist Answers:

a. **Less-than-Significant Impact**. The northern portion of the approximately 1-acre project site is within the Dry Creek watershed, and the southern portion is in the Arcade Creek watershed. The applicable water quality standards for Dry Creek and Arcade Creek, which contribute flows to the Sacramento River through the Natomas East Main Drainage Canal (NEMDC), are established in the Water Quality Control Plan for the Sacramento-San Joaquin Delta, administered by the Central Valley Regional Water Quality Control Board (CVRWQCB). The applicable waste discharge requirements for the proposed project are the Statewide General Construction Permit and the NDPES Storm Water Management Program (SWMP), which implements the General Permit for Stormwater Discharge from the CVRWQCB (permit number CAS000004).

Construction of the project would involve site preparation to remove existing asphalt, grading and compacting soil for the new parking lot subbase, minor trenching for utility connections, and installation of passenger amenities. Stormwater runoff during construction would not flow to any surface water bodies, but would be discharged to the storm drainage system. The City's Grading Ordinance requires grading plans to include an erosion control plan to eliminate off-site flows of sediment and to reduce site erosion to protect water quality in the storm drain system, and adjacent properties. The City would require the contractor to comply with the ordinance and prepare a SWPPP to meet the requirement of the City's General Permit for Stormwater Discharge from the CVRWQCB (described under Environmental Commitments in Section 2). With implementation of the BMPs, the impact would be less than significant because the BMPs are intended to ensure compliance with Basin Plan water quality standards and applicable NPDES requirements. No mitigation is required for construction.

During operation, stormwater from the site would be discharged to the City's storm drain system. While the rate and volume of runoff would not be substantially different than existing conditions, the amount of urban pollutants such as metals and oil and grease from parked vehicles could increase because more vehicles would be parked in the lot compared to existing conditions. The City of Roseville is responsible for ensuring the project design includes storm water quality best management practices in accordance with its Urban Stormwater Quality Management Ordinance and Discharge Control Ordinance. The primary BMPs used at the site would be bioswales, which are vegetated strips through which parking lot runoff would be conveyed before the stormwater is discharged to the storm drain.

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

Auburn Boulevard/Whyte Avenue Design Option

Implementation of this option would be within the scope of the impact analysis, above. There would be no additional impacts beyond those identified for the proposed project.

Shared Driveway Option

The shared driveway option would involve the removal of a curb and landscape planter and reconstruction of pavement between the proposed park and ride lot and the restaurant lot to create a shared driveway. This would result in minimal additional construction and slightly more impervious surface. Potential impacts would be as described for the proposed project.

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 paved, with a few landscape planters, where little, if any, infiltration serves to recharge groundwater. Groundwater is approximately 25 to 50 feet below the ground surface.

Water for the restroom, drinking fountain, 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. 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.** However, there are no surface water features on or adjacent to the project site. Stormwater runoff from the project site is collected in storm drains operated by the City of Roseville. Drainage patterns at the site would remain similar to existing conditions because no substantial changes in surface features at the site are proposed. Stormwater would continue to flow to the storm drain system, and, as described in Item a, above, erosion and sedimentation would be controlled through implementation of required BMPs.

Auburn Boulevard/Whyte Avenue Design Option

The raised corner island would not generate new runoff because the location is already paved. There would be no additional impacts beyond those identified for the proposed project.

Shared Driveway Option

The shared driveway option would involve the removal of a curb and landscape planter and reconstruction of pavement between the proposed park and ride lot and the

restaurant lot to create a shared driveway. This would result in a negligible increase in impervious surface, and potential impacts would be as described for the proposed project.

d,e. **Less-than-Significant Impact.** The rate and volume of stormwater runoff from the project site would not differ substantially from existing conditions because the major contributor to runoff (the parking lot) would continue to be a parking lot. Because drainage would continue to be conveyed to the City's storm drain system without adversely affecting system capacity, there would be little, if any, potential to cause or exacerbate on-site or off-site flooding.

Auburn Boulevard/Whyte Avenue Design Option

The raised corner island would not generate new runoff because the location is already paved. There would be no additional impacts beyond those identified for the proposed project.

Shared Driveway Option

The shared driveway option would involve the removal of a curb and landscape planter and reconstruction of pavement between the proposed park and ride lot and the restaurant lot to create a shared driveway. This would result in a negligible increase in impervious surface, and potential impacts would be as described for the proposed project.

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

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

i. **No Impact.** The project site is within the Folsom Dam Inundation Area, in a location that could be vulnerable to high flood waters under a bank-full scenario for Dike 5. The improvements at the project site would consist of a new park-and-ride lot, a restroom, and passenger shelter. 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 failure of Dike 5.

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?	❑	❑	❑	■
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?	❑	❑	❑	■
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	❑	❑	❑	■
d. Result in land use/operational conflicts between existing and proposed on-site or off-site land uses?	❑	❑	❑	■

Discussion of Checklist Answers:

a. **No Impact**. The reconfiguration of the existing private parking lot to public park-and-ride lot and installation of a bus passenger platform and amenities 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 and commercial land uses across the street to the south on Whyte Avenue, or commercial uses to the west, north, and east.

b. **No Impact**. The applicable land use plan is the City of Roseville General Plan. The land use designation and zoning for the site is CC (Community Commercial). This zoning district is intended to provide areas for shopping centers and other retail and service uses. The LOTP would be consistent with the service uses function. Public parking, which would be provided by the park and ride lot, is a permitted use in the CC zone.

The project design has been reviewed by the City to ensure it incorporates and complies with applicable Commercial Zone General Development Standards (Roseville Municipal Code Chapter 19.12.030) and General Development Regulations (Roseville Municipal Code Chapter 10.20 et seq.), including but not limited to structure size and siting, parking lot design, landscaping and tree shading, and lighting. 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.

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

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

XI. MINERAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less-Than-Significant Impact	No Impact or Exempt per 21083.3
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	❑	❑	❑	■
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?	❑	❑	❑	■

Discussion of Checklist Answers:

a,b. **No Impact.** The project site is not within an area classified by the California Geological Survey as MRZ-2. 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?	❑	❑	■	❑
b. Expose persons to or generate excessive groundborne vibration or groundborne noise levels?	❑	❑	■	❑
c. Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	❑	❑	■	❑
d. Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	❑	❑	■	❑
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?	❑	❑	❑	■
f. Be located in the vicinity of a private airstrip and expose people residing or working in the project vicinity to excessive noise levels?	❑	❑	❑	■

Discussion of Checklist Answers:

a,c,d. **Less-than-Significant Impact**. The proposed project would result in the reconfiguration of an existing bus transfer point to provide enhanced passenger amenities, which would include a public park and ride lot. The following evaluates the construction and operational impacts of the project.

Impact Thresholds

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 (i.e., the bus loading area) 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.

Existing Conditions

Existing Noise Conditions

The existing noise environment at the site is dominated by vehicular noise attributable to traffic on Auburn Boulevard, Whyte Avenue and Orlando Avenue and to a lesser extent car wash noise and existing bus idling noise from the existing transfer station. Short-term ambient noise measurements were taken at and in the vicinity of the project site, as shown in Table 2. The existing ambient noise level in the vicinity of the project site is already high (72 dBA Leq), as shown in Table 2.

TABLE 2 EXISTING NOISE LEVELS WITHIN AND AROUND THE PROJECT SITE

No	Location	Time of Day	Duration (minutes)	Observed Primary Sources of Noise	Noise Level Statistics		
					L_{eq} (dBA)	L_{min} (dBA)	L_{max} (dBA)
1	At nearest residential property line (9800 Powles Ct.)	1:45 pm	15	Auburn Blvd. and Whyte Ave. traffic, car wash, idling busses, car alarm	72.3	61.0	89.7
2	Adjacent to transfer station (35 feet from idling bus)	2:45 pm	3	Idling bus, traffic on Orlando Ave.	73.1	64.8	86.3
Notes: Measurements taken on May 16, 2012. Source: Atkins, 2012.							

Noise Sensitive Land Uses

A field investigation was conducted to identify land uses that could be subject to traffic and stationary noise impacts from the proposed project. The residential uses located to the south of the project site along Whyte Avenue are the only potentially noise sensitive uses in the project area. The remaining developed areas are commercial land uses to the north, south, east and west with no exterior uses areas that would be sensitive to noise.

Impacts

Construction

Less-than-Significant Impact. 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. Reference data suggest that operation of anticipated on-site construction equipment would result in noise levels between approximately 75 A-weighted decibels (dBA)[9] and 100 dBA, when measured 50 feet from the source. 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.

Operation

Operation of the LOTP would generate noise from bus activities, changes in traffic patterns, and the park and ride lot. Noise would be similar to uses that already exist at the project site. The proposed project would not result in any changes to bus service (routes, frequency, or schedule).

Bus Operations

Less-than-Significant Impact. Bus transfer point operations would remain identical to existing conditions and would include buses pulling into a bus stall, idling, and leaving the transfer facility. Some buses may be parked for up to 20 minutes between scheduled departures, but typically buses only idle for up to 5 minutes.

The proposed project would result in a 35-foot shift to the east for some bus stalls, but it would not relocate existing idling buses closer to residential uses to the south. Existing bus idling occurs approximately 95 feet from the residential property line to the south. The the new location for the nearest bus stall would be approximately 140 feet from the residential property line to the south. As shown in Table 2, an idling bus measured 73

[9] The A-weighted decibel scale (dBA) relates noise to human sensitivity because humans are not equally sensitive to a given sound level at all frequencies. The A-weighted decibel scale does this by placing more importance on frequencies that are more noticeable to the human ear.

dBA Leq at 35 feet. Accounting for attenuation due to distance, an idling bus would result in a noise level of 64 dBA Leq at 140 feet. Accounting for the operation of existing and proposed bus stall idling locations, the noise level of two idling buses closest to the south, taking into consideration the varying distances, would result in a noise level of 68 dBA Leq at the residential property line to the south. As stated above, the existing noise level at the residential property line to the south of the project site is 73 dBA Leq, and bus operations at the improved transfer point would not result in a +3 dBA increase over the existing ambient noise level. Therefore, the proposed noise generated by operation of the LOTP would comply with the City's noise ordinance for fixed noise sources.

The project's impacts would be localized and would be exclusively associated with the design of the bus stalls/passenger platform and distance to noise-sensitive receptors. No changes in bus operations are proposed; therefore, 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.

Park and Ride Lot Operations

Less-than-Significant Impact. The project would include a parking lot with 44 parking stalls. The sound exposure level (SEL) associated with a parking event is typically 71 dBA SEL at 50 feet. Conservatively assuming that all of the 44 parking stalls were to fill and empty in one hour, parking lot noise would be approximately 55 dBA at 50 feet. Accounting for the distance between acoustical center of the parking lot and the residential property line to the south (125 feet), the resulting noise level due to parking lot noise would be 47 dBA Leq. Therefore, parking lot noise would comply with the City's fixed noise source noise level standard of 50 dBA Leq. Further, because the addition of park and ride lot noise would be localized and would not exceed the City's standard, its incremental contribution to the existing noise environment, which is already urbanized, would not be cumulatively considerable.

Vehicle Traffic Patterns

Less-than-Significant Impact. The configuration of the existing lot to provide a public park and ride would change traffic patterns in the project area. Bus movements would change relative to the existing pattern (ingress and egress), and there would be changes in traffic volumes at nearby intersections, as described in Item XVI.a.[10] Table 3 shows the results of traffic noise modeling comparing existing to existing plus project conditions, based on the TIS prepared for the project. As indicated by the data in Table 3, operation of the proposed project would not result in any perceptible changes in traffic noise levels. Therefore, it also would not have a cumulative effect.

[10] Traffic noise modeling was conducted for existing conditions using the traffic data from the Transportation Impact Study (TIS) prepared for this project (Atkins, 2012).

TABLE 3 ESTIMATED PROJECT-GENERATED TRAFFIC NOISE LEVELS

Segment			L_{dn} (dBA) at 50 feet		
Roadway	From	To	Existing	Existing Plus Project	Change
Auburn Blvd	I-80	Orlando Ave	67	67	0
	Orlando Ave	Whyte Ave	68	68	0
	Whyte Ave	Linden Ave	68	68	0
Louis Ln	Whyte Ave	Orlando Ave	49	49	0
Orlando Ave	Auburn Blvd	Louis Ln	63	63	0
	Louis Ln	Livoti Ave	63	63	0
Whyte Ave	Auburn Blvd	Louis Ln	51	51	0
	Louis Ln	Eddie Dr	51	51	<1
Source: Atkins, 2012. FHWA Highway Noise Prediction Model. See Appendix A for model output.					

Auburn Boulevard/Whyte Avenue Design Option

Construction of the raised corner island would involve minimal heavy equipment use and would not be a new or substantial source of construction noise. There would be no additional construction impacts beyond those identified for the proposed project. The design option would not change the bus circulation pattern; therefore, bus noise impacts would be the same as the proposed project. This option would prohibit left turns onto Auburn Boulevard from Whyte Avenue, which would result in a change in vehicle turning movements due to re-routing, as described in Item XVI.a. However, imperceptible noise level changes would be the same as those estimated for the proposed project (see Appendix A). Therefore, this would also be a less-than-significant impact for the design option.

Shared Driveway Option

Installation of the shared driveway would minimal heavy equipment use and would not be a new or substantial source of construction noise. This would not affect bus circulation, park and ride lot use, or traffic volumes on local roadways that would differ from the proposed project.

b. **Less-than-Significant Impact**. Temporary construction activities at the project site (parking lot, passenger platform, landscaping) could expose nearby off-site sensitive receptors (e.g., residential uses to the south) 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 (approximately 100 feet), groundborne vibration associated with the operation of the construction equipment to be used on-site would not be considered substantial or excessive. There would be no change in bus circulation patterns that would affect groundborne vibration. No mitigation is required.

Auburn Boulevard/Whyte Avenue Design Option

Construction of the raised corner island would involve minimal heavy equipment use and would not be a substantial source of construction vibration.

Shared Driveway Option

Vehicles entering and exiting the park and ride lot through the shared driveway would not be a substantial source of vibration.

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)?	❑	❑	❑	■
b. Displace a substantial number of existing housing units, necessitating the construction of replacement housing elsewhere?	❑	❑	❑	■
c. Displace a substantial number of people, necessitating the construction of replacement housing elsewhere?	❑	❑	❑	■

Discussion of Checklist Answers:

a. **No Impact.** The proposed project would provide enhancements to an existing bus transfer point used by the City of Roseville, RT, and Placer County. While no changes in bus routes or service are part of the project, the availability of improved passenger facilities and a public park-and-ride lot would help improve the overall public transit experience for people using the transfer point. The proposed project would not directly induce population growth because it proposes no employment-generating uses. It would not indirectly induce population growth because it would not extend roads or infrastructure into previously undeveloped areas.

b,c. **No Impact.** The project site consists of an existing roadway and a parking lot. The proposed project would not displace people or housing.

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?	❑	❑	■	❑
b. Police protection?	❑	❑	■	❑
c. Schools?	❑	❑	❑	■
d. Parks?	❑	❑	❑	■
e. Other public facilities?	❑	❑	■	❑

Discussion of Checklist Answers:

a,b. **Less-than-Significant Impact.** The proposed improvements provide enhancements to an existing bus transfer point. As part of those enhancements, security lighting and cameras would be situated throughout the site. This would enable the City Fire and Police departments to continue to provide adequate service. No increase in Fire or Police department staffing would be necessary to serve the project, and it would not result in the need for new or expanded Police or Fire department space. As noted in Section 2, 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.

Auburn Boulevard/Whyte Avenue Design Option

During installation of the raised corner island, the City would manage temporary lane restrictions or closures as would occur with the proposed project, described above. The raised corner island would improve vehicle and pedestrian safety at the Auburn Boulevard/Whyte Avenue intersection by prohibiting left turns. This could reduce the demand for emergency response at that intersection compared to existing conditions.

Shared Driveway Option

The Back Forty restaurant currently has left-out access from its driveway closest to Livoti Avenue, which is an issue from a safety perspective. With the addition of vehicles from the LOTP park and ride lot exiting through the restaurant lot and making left-turns from the restaurant parking lot onto Livoti Avenue, the proposed project would still be within

acceptable guidelines for left-turn in/out access. As such, this option would not result in an increased demand for emergency response services.

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

e. **Less-than-Significant Impact.** The proposed restroom and landscaping would require maintenance, which would be performed by the City of Roseville. 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.

Auburn Boulevard/Whyte Avenue Design Option

The design option would require minimal maintenance by the City.

Shared Driveway Option

The shared driveway would be maintained by the City of Roseville and would not require additional City services beyond those identified for the proposed project, described above.

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?	❑	❑	❑	■
b. Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	❑	❑	❑	■

Discussion of Checklist Answers:

a,b. **No Impact**. The proposed project would have no impact on recreational facilities because there are no facilities at the site, and the project would not increase the demand for facilities.

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?	❑	❑	■	❑
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?	❑	❑	■	❑
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?	❑	❑	❑	■
d. Substantially increase hazards because of a design feature (e.g., sharp curves or dangerous intersections or incompatible uses (e.g., farm equipment)?	❑	❑	■	❑
e. Result in inadequate emergency access?	❑	❑	■	❑
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?	❑	❑	■	❑

Discussion of Checklist Answers:

a,b. **Less-than-Significant Impact**. The proposed project would result in the reconfiguration of an existing bus transfer point to provide enhanced passenger amenities, which would include a public park and ride lot. The following summarizes project characteristics that could affect traffic, identifies criteria used to evaluate the significance of impacts, and describes the operational impacts of the project. The information in this section is based on the results of a Transportation Impact Study (TIS) prepared for the proposed project.[11]

[11] Atkins, Transportation Impact Study for the Louis/Orlando Transfer Point Improvement Project, June 2012. Available for review during normal business hours at the City of Roseville, 311 Vernon Street, Roseville, CA.

Traffic and Circulation Overview

The LOTP project proposes several changes to circulation patterns within and immediately adjacent the project site. Buses would circulate around the platform in a clockwise direction. Louis Lane would remain a two-way street open to all vehicles. Passenger vehicle parking at the transfer station would be provided in a new public park-and-ride lot, which would be developed by converting an existing private parking lot to provide 44 spaces, including two handicap spaces. Access to the parking lot would be from driveways on Orlando Avenue and Whyte Avenue. An existing raised median island on Orlando Avenue will prohibit westbound cars from turning left into the park and ride lot. Access to the park and ride from Orlando Avenue would be restricted to right-in, right-out only.

In addition to the right-in, right-out only pattern for Orlando Avenue, the City is also considering an alternative off-site improvement to improve safety at the intersection of Whyte Avenue and Auburn Boulevard. This would consist of raised corner island that would be installed to channelize westbound right turns, and prohibit westbound left turns onto Auburn Boulevard. With the installation of the corner island and the channelization of westbound right-turns at the intersection of Whyte Avenue and Auburn Boulevard, westbound left-turns would no longer be possible. To compensate for the loss of the ability of westbound traffic on Whyte to turn left and travel south on Auburn Boulevard, the current prohibition on northbound left-turns at the intersection of Orlando Avenue and Louis Lane for cars (this movement is allowed for buses) would be removed. The analysis presented in this section also evaluates the potential effects of this design alternative.

The TIS analyzed four intersections that would be affected by changes in bus circulation and operation of a park and ride lot at the LOTP site: Auburn Boulevard/Orlando Avenue, Auburn Boulevard/Whyte Avenue, Louis Lane/Orlando Avenue, and Louis Lane/Whyte Avenue.

Existing Conditions

Table 4 summarizes existing intersection operations, expressed in terms of level of service (LOS), at the four study intersections.

The City of Roseville's policy is to maintain LOS "C" or better at a minimum of 70% of all signalized intersection and roadway segments within the PM Peak Hour. The PM Peak Hour is defined by the highest hour for overall traffic volumes during the day, and for the study intersections is 4:30 to 5:30 PM. All of the study intersections have acceptable LOS during the PM Peak Hour under existing conditions.

TABLE 4 EXISTING PEAK HOUR INTERSECTION LEVELS OF SERVICE (LOS)

			AM Peak Hour		PM Peak Hour	
	Intersection	Control	Delay (sec)	LOS	Delay (sec)	LOS
1	Auburn Boulevard / Orlando Avenue	Signal	17.1	B	31.7	C
2	Louis Lane / Orlando Avenue	SSSC	12.4	B	14.5	B
3	Auburn Boulevard / Whyte Avenue	SSSC	16.0	C	24.7	C
4	Louis Lane / Whyte Avenue	SSSC	9.4	A	9.6	A

Notes:
SSSC = side street stop controlled intersection
Delay measured in seconds per vehicle.
Signalized intersection level of service determined using the HCM 2000 method.
Delay for side street stop controlled intersections reported for worst-case approach.

Source: Atkins, Transportation Impact Study for the Louis/Orlando Transfer Point Improvement Project, June 2012.

Impact Thresholds

The City of Roseville has established criteria for assessing whether project-related traffic results in significant impacts. For intersections, a significant impact would occur if the project would:

- Result in the violation of the City's intersection LOS policy, which is to maintain a level of service (LOS) "C" standard at 70 percent of all signalized intersections and roadway segments in the City during the PM peak hours; or

- Cause an intersection operating at LOS C to operate at worse than LOS C.

Impacts

The LOTP project is expected to result in an increase in the number of vehicle trips traveling to/from the Louis/Orlando bus transfer point. For example, with the provision of the park and ride lot, it may be easier for some people who work in downtown Sacramento and who currently drive all the way, to switch to driving to the new park and ride lot and taking public transit. Also, if there is enough of an increase in ridership at LOTP, and the buses become more crowded, the transit operators may add more buses. However, no changes in bus service are proposed for this project.

For the purposes of this analysis, it is assumed that the park and ride would be 100% occupied on opening day, although, as explained below, this is a conservative assumption. Trips generated by the LOTP project would be a function of the availability and capacity of the park and ride lot. Five of the spaces are dedicated to the existing tenant, the motorcycle parts and accessories store. The net change with the project would be an increase of 39 spaces. Using trip generation rates for a park and ride lot with bus service, the project is anticipated to generate a net increase of 38 vehicle trips in the AM Peak Hour, and 46 vehicle trips in the PM Peak Hour.

Table 5 summarizes the intersection analysis. Under existing plus project conditions, the LOTP project would only have minimal impacts on traffic operating conditions due to the addition of vehicle trips generated by the new park and ride lot, and any circulation changes resulting from the reconfiguration of the site. In particular, the intersection of Auburn Boulevard and Whyte Avenue in the PM Peak Hour approaches, but does not, exceed the LOS C/D threshold. The average seconds of delay for the worst-case approach (eastbound left turn movement) at this intersection increases from 24.7 seconds to 25.0 seconds, which is just below 25.1 seconds and LOS D.

TABLE 5 EXISTING PLUS PROJECT PEAK HOUR INTERSECTION LEVELS OF SERVICE (LOS)

			Existing				Existing Plus Project			
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	Intersection	Control	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
1	Auburn Boulevard / Orlando Avenue	Signal	17.1	B	31.7	C	17.2	B	32.2	C
2	Louis Lane / Orlando Avenue	SSSC	12.4	B	14.5	B	12.4	B	14.6	B
3	Auburn Boulevard / Whyte Avenue	SSSC	16.0	C	24.7	C	16.2	C	25.0	C
4	Louis Lane / Whyte Avenue	SSSC	9.4	A	9.6	A	9.5	A	9.7	A

Notes:
SSSC = side street stop controlled intersection
Delay measured in seconds per vehicle.
Signalized intersection level of service determined using the HCM 2000 method.
Delay for side street stop controlled intersections reported for worst-case approach.

Source: Atkins, Transportation Impact Study for the Louis/Orlando Transfer Point Improvement Project, June 2012.

Although the analysis indicates the intersection of Auburn Boulevard and Whyte Avenue in the PM Peak Hour would approach, but would not exceed the LOS C/D threshold, the analysis overestimates the impact at this intersection because the park and ride lot is not immediately expected to fill up. The most likely scenario is that ridership, and the resulting vehicle trip generation, would grow gradually over time. This is because it would probably take some time for the people living in the surrounding residential neighborhoods to become aware of the improvements at the site. They may decide to try it first, once a week, before committing to riding transit every day. Or, it may take another increase in gas prices, before more people decide to switch from cars to buses. Also, there is currently excess capacity on many of the buses serving LOTP, so an increase in ridership would probably not immediately translate into a need to add more buses. Further, the eastbound approach to Auburn Boulevard/Whyte Avenue intersection is much more likely to degrade as a result of non-project-related traffic

exiting the fast food restaurant, gas station, and the large retail store on the west side of Auburn Boulevard, via Whyte Avenue.[12]

Auburn Boulevard/Whyte Avenue Design Option

The City is considering an alternative off-site improvement to improve safety at the intersection of Whyte Avenue and Auburn Boulevard. This would consist of a raised corner island that would be installed to channelize westbound right turns, and prohibit westbound left turns onto Auburn Boulevard. Table 6 summarizes the intersection analysis for this design option. As shown in Table 6, the intersection of Louis Lane and Orlando Boulevard degrades from LOS B to LOS C in the PM Peak Hour. This results from the re-routing of traffic due to the prohibition of westbound left turns from Whyte Avenue to Auburn Boulevard. Instead, this traffic would need to go around the block, i.e., make a left turn at Louis /Orlando, and then another left turn at Auburn Boulevard/Orlando Avenue. However, the intersection would still continue to operate at an acceptable level of service. The addition of LOTP project traffic would not result in a significant impact because no LOS thresholds would be exceeded.[13]

TABLE 6 EXISTING PLUS AUBURN/WHYTE DESIGN OPTION PEAK HOUR INTERSECTION LEVELS OF SERVICE (LOS)

			Existing				Existing Plus Project			
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	Intersection	Control	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
1	Auburn Boulevard / Orlando Avenue	Signal	17.1	B	31.7	C	18.2	B	32.9	C
2	Louis Lane / Orlando Avenue	SSSC	12.4	B	14.5	B	12.6	B	16.2	B
3	Auburn Boulevard / Whyte Avenue	SSSC	16.0	C	24.7	C	15.7	C	24.9	C
4	Louis Lane / Whyte Avenue	SSSC	9.4	A	9.6	A	9.4	A	9.6	A

Notes:
SSSC = side street stop controlled intersection
Delay measured in seconds per vehicle.
Signalized intersection level of service determined using the HCM 2000 method.
Delay for side street stop controlled intersections reported for worst-case approach.

Source: Atkins, Transportation Impact Study for the Louis/Orlando Transfer Point Improvement Project, June 2012.

Shared Driveway Option

Under the proposed project and the design option, the proposed LOTP park and ride lot does not have left-turn out access onto Orlando Avenue. The restaurant currently has left-out access from its driveway closest to Livoti Avenue. Under this option, parking lots

[12] Atkins, Transportation Impact Study for the Louis/Orlando Transfer Point Improvement Project, June 2012.

[13] Atkins, Transportation Impact Study for the Louis/Orlando Transfer Point Improvement Project, June 2012.

and driveways would be shared, enabling vehicles to make a left-turn exit from the park and ride onto Orlando Avenue via the Back Forty restaurant's driveway.

On a typical weekday (Monday through Thursday) the Back Forty restaurant does not generate much traffic. There are no vehicle trips in the AM Peak Hour (the restaurant does not open until 11:00 AM) and only approximately 15 vehicle trips in the PM Peak Hour. On Friday, there can be substantially more traffic entering and exiting the restaurant in the late afternoon and evening. However, many commuters, and, therefore, most of the users of the proposed LOTP park and ride, tend to leave work early on Fridays or do not commute at all. Also, most of the traffic to and from the restaurant starts to increase after the PM Peak on the surrounding street network (4:30 to 5:30 PM); that is, many commuters who use the park and ride lot on Fridays are probably leaving the park and ride before most of the restaurant's patrons arrive. As a result, even on a Friday afternoon, with the addition of any vehicles from the LOTP park and ride exiting through the restaurant parking lot and making left turns onto Orlando Avenue, with this option the proposed project would still be within acceptable guidelines for left-turn in/out access.[14]

Cumulative Impacts

The longer-term impacts of the LOTP project are anticipated to be a continued growth in the number of transit riders using the Louis/Orlando transfer facility, which would support the goals of regional planning efforts to address congestion.. This is especially true for daily commuters between the Roseville area and downtown Sacramento, which has steadily increased between 2005 and 2010. With the addition of the park and ride lot, commuting by transit in the HOV lane on I-80 would be a more convenient and quicker option compared to commuting by single occupant vehicle (SOV) in the general purpose lanes during AM and PM Peak times.

All of the bus routes serving Louis/Orlando currently have spare capacity, but continued growth in commuter ridership may at some point require additional buses on the AM and PM Commuter routes. Given this growth in ridership, the park and ride at Louis/Orlando is anticipated to reach capacity by 2025.

In terms of future traffic operations, all study intersections are anticipated to experience a continued growth in traffic volumes. Even without the project (cumulative without project), both the Auburn Boulevard/Orlando Avenue and Auburn Boulevard/Whyte Avenue intersections are anticipated to deteriorate to LOS D in the PM Peak Hour by 2025. The other two study intersections (Orlando/Louis and Whyte/Louis) are anticipated to continue to operate at acceptable LOS (A, B, or C) in the PM Peak Hour because the project would only add 46 vehicle trips in the PM Peak Hour. Therefore, the

[14] Atkins, Transportation Impact Study for the Louis/Orlando Transfer Point Improvement Project, June 2012.

addition of project traffic (cumulative plus project) is not anticipated to cause an intersection that is already operating at LOS C to deteriorate to an unacceptable level.[15]

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 bus transfer point serving local transit providers.

d. **Less-than-Significant Impact.** The proposed project would result in changes in pedestrian and vehicle circulation patterns. However, these changes would not result in increased safety hazards, and would, in fact, result in an improvement in pedestrian safety. The following describes the potential pedestrian and vehicle safety impacts resulting from the proposed improvements.

Pedestrian Safety

Based on site observations, the major pedestrian movements at the project site are crossing Louis Lane, between buses, and between the bus stops and the convenience store at the gas station. There are no crosswalks on Louis Lane, and pedestrians tend to walk across the street individually at multiple crossing points, as opposed to in a group, at the same time, and at the same crossing point. Also, the relatively low level of auto traffic contributes to a false sense of security, and passengers tend to stroll across the street, without looking for autos. Although the flows of vehicles and pedestrians are not high, there is a safety concern with pedestrians due to cut-through vehicles occasionally traveling at speeds above the posted speed limit (25 mph), and during the winter, when it is dark, the pedestrians crossing Louis Lane may not be seen by drivers due to poor lighting.[16]

The PM Peak Hour for pedestrian crossings is 4:00 to 5:00 PM, and for through vehicle traffic is 4:45 to 5:45 PM. Although the flows of vehicles and pedestrians are not that high, there is a concern for the safety of pedestrians due to cut-through vehicles occasionally traveling at speeds above the posted speed limit (25 mph), and during the winter, when it is dark, the pedestrians crossing Louis Lane may not be seen by drivers due to poor lighting.[17]

Vehicular Travel

Louis Lane is classified as a primary residential street, with one lane in each direction. It is a short street, only approximately 235 feet long, connecting Orlando Avenue and Whyte Avenue. Although not specifically designed as a bus transfer facility, it has operated as one due to its convenient location, accessibility, and low traffic volumes. The street is currently used as a bus transfer between RT, City of Roseville Transit, and

15 Atkins, Transportation Impact Study for the Louis/Orlando Transfer Point Improvement Project, June 2012.

16 Atkins, Transportation Impact Study for the Louis/Orlando Transfer Point Improvement Project, June 2012.

17 Atkins, Transportation Impact Study for the Louis/Orlando Transfer Point Improvement Project, June 2012.

PCTA buses. During the latest three-year period (October 1, 2008 through September 30, 2011), 16 accidents were recorded at the intersection of Auburn Boulevard and Orlando Avenue, and 13 accidents were recorded at the intersection of Auburn Boulevard and Whyte Avenue. Although no fatalities were recorded, six of the accidents at Auburn/Orlando, and seven of the accidents at Auburn/ Whyte involved injuries. Most of the accidents (8 out of 13) at the Auburn/Whyte intersection involved a vehicle turning into or out of Whyte colliding with another vehicle traveling north or south on Auburn. The most prevalent accidents (12 out of 16) at the Auburn/Orlando intersection involved vehicles traveling in the same direction (also highlighted). For example, one vehicle either sideswiping another vehicle while changing lanes, or rear-ending another vehicle that is stopped at the intersection.

In addition to the bus traffic on Louis Lane, motorists sometimes use the street as a cut-through for the residential neighborhood served by Whyte Avenue. For example, in the PM Peak, vehicles exiting I-80 via the northbound off-ramp that are traveling to the residential neighborhood located to the east and south of the project site will make an eastbound right turn at the intersection of Orlando and Louis, travel south on Louis, then make a southbound left turn onto Whyte. In this way, they avoid having to wait to make a southbound left turn across opposing traffic at the intersection of Auburn and Whyte. This contributes to potential pedestrian safety hazards. [18]

Impacts

The proposed project would result in beneficial improvements to passenger and pedestrian safety at the LOTP. For example, passengers would no longer need to cross Louis Lane to transfer between buses. And for the passengers that do walk across Louis Lane, there would be crosswalks at the intersections of Louis/Orlando and Louis/Whyte that would make it safer to cross the street. All of the ramps would be ADA compliant, making it easier for the disabled to access public transit.

The project would increase the lighting of the transfer facility. Video security cameras would also be installed, which would provide a continuous live feed of activity on the platform and in the parking lot to the City of Roseville. This is expected to make it safer for those passengers who are waiting for a bus after dark. The increased lighting would also make it easier for motorists to see passengers crossing Louis Lane, and make it easier for bus drivers to see passengers walking between the platform and the park and ride lot.

An existing raised median island on Orlando Avenue will prohibit westbound cars from turning left into the park and ride lot. Access to the park and ride from Orlando Avenue would be restricted to right-in, right-out only. This design feature would reduce the potential for vehicle accidents on Orlando Avenue, but vehicles exiting the park and ride

[18] Atkins, Transportation Impact Study for the Louis/Orlando Transfer Point Improvement Project, June 2012.

onto Whyte Avenue could proceed westbound on Whyte Avenue and attempt to turn left onto Auburn Avenue.

As noted above, there is a history of accidents at the Auburn/Whyte intersection. The project would not introduce a design feature at that intersection that would directly compromise the safety of the intersection; however, it could increase the number of vehicles attempting to turn left onto Auburn Boulevard. An option to reducing the potential for accidents is the installation of a raised corner island to channelize westbound right turns, and prohibit westbound left turns onto Auburn Boulevard from Whyte Avenue.

Auburn Boulevard/Whyte Avenue Design Option

Under the design option, because most of the accidents (8 out of 13) at the Auburn/Whyte intersection involved a vehicle turning into or out of Whyte colliding with another vehicle traveling north or south on Auburn, this option would eliminate that safety hazard. This option would re-route traffic due to the prohibition of westbound left turns from Whyte Avenue to Auburn Boulevard. Instead, this traffic would need to go around the block, e.g., make a left turn at Louis /Orlando, and then another left turn at Auburn Boulevard/Orlando Avenue. This design feature would not increase a safety hazard but would, in fact, be an improvement that would address the contribution of project-generated traffic at that intersection as well as traffic unrelated to the project.

Shared Driveway Option

As described in Item a, above, with this option the proposed project would still be within acceptable guidelines for left-turn in/out access,[19] and, therefore, would not result in an increase safety hazards associated with left-turn movements onto Orlando Avenue from the Back Forty restaurant parking lot via the shared driveway.

e. **Less-than-Significant Impact.** During installation of the proposed improvements to provide underground utility service to the site (e.g., water, sewer, storm drainage, power), some minor trenching may be necessary in Orlando. This could result in temporary lane narrowing or closure for a short time. In accordance with Roseville Municipal Code, the City requires any traffic lane closures to be approved by the City Engineering Department and notification provided to the City Police and Fire Departments 48 hours in advance of any road closures. As noted in Section 2, Environmental Commitments, 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.

[19] Atkins, Transportation Impact Study for the Louis/Orlando Transfer Point Improvement Project, June 2012.

Auburn Boulevard/Whyte Avenue Design Option

During installation of the raised corner island, the City would manage temporary lane restrictions or closures as would occur with the proposed project, described above. The raised corner island would improve vehicle and pedestrian safety at the Auburn Boulevard/Whyte Avenue intersection by prohibiting left turns. However, this would not prevent or impede emergency access to Louis Lane, Whyte Avenue, or Auburn Boulevard because these roadways can be accessed from other points.

Shared Driveway Option

This option would not involve any changes to public streets or remove or restrict access to the commercial businesses along Orlando Avenue that would affect emergency access or response times.

f. **Less-than-Significant 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.

The project would result in beneficial improvements to passenger and pedestrian safety. There would be crosswalks at the intersections of Louis/Orlando and Louis/Whyte that would make it safer to cross the street. All of the ramps would be ADA compliant, making it easier for the disabled to access public transit. The project would improve the landscaping at the transfer point and provide shelters for passengers. This would improve the appearance of the area, provide shade for passengers during the summer months, and some protection from the elements in the winter, which is expected to result in increased use of transit at this location. The project is also anticipated to make it easier for passengers to drive or bike to transit. The new park and ride lot would have 44 spaces, which would be located immediately adjacent to the transfer point. There would also be up to six bike lockers and bike rack. Orlando Avenue will remain a designated Class II bike route. All of these improvements are expected to result in an increase in the number of transit riders at the Louis/Orlando transfer facility. At present, there is plenty of spare capacity on all of the routes that serve the Louis/Orlando transfer facility to accommodate additional riders.

Auburn Boulevard/Whyte Avenue Design Option

Installation of the raised corner island would have no effect on other transportation modes.

Shared Driveway Option

This option would have no effect on other transportation modes.

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?	❑	❑	❑	■
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?	❑	❑	■	❑
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?	❑	❑	■	❑
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or would new or expanded entitlements be needed?	❑	❑	■	❑
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?	❑	❑	■	❑
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	❑	❑	■	❑
g. Comply with federal, state, and local statutes and regulations related to solid waste?	❑	❑	■	❑

Discussion of Checklist Answers:

a,b,e. **No Impact.** The restroom at the LOTP would be a limited-access restroom for bus drivers. This would result in negligible wastewater flows, which would not have an adverse impact on wastewater treatment or conveyance systems in Roseville, would not result in the new for new or expanded wastewater facilities, and would not have an adverse effect on wastewater treatment requirements.

c. **Less-than-Significant Impact.** Stormwater flows are generated from Louis Lane and the existing parking lot, which are conveyed to the City's storm drain system through existing infrastructure at the site. The reconfiguration of the site would result in little, if any, change in stormwater flows. The project would include the installation of new inlets and pipelines to accommodate the reconfigured site and to connect to off-site drainage lines, but the project would not substantially increase peak flow rates or volumes of stormwater flows compared to existing conditions. Installation of the storm drainage system would result in air emissions, removal of vegetation, generate GHGs, and cause

temporary changes in noise levels). However, this document has evaluated potential effects of constructing the project, which would include the storm drain improvements, and impacts would be less than significant. Refer to Item III (Air Quality), Item IV (Biological Resources), Item V (Cultural Resources), Item VII (Greenhouse Gas Emissions), and Item XII (Noise).

d. **Less-than-Significant Impact.** There would be some water use for the restroom, drinking fountain, and landscaping. Water would be provided through a Citrus Heights tie-in to the City of Roseville. Water use would be minimal for the drinking fountain and restroom. Landscape water demand would be minimized through the use of drought-tolerant landscaping. The project would not result in the need for new or expanded water supplies.

f,g. **Less-Than-Significant Impact.** The Western Placer Waste Management Authority is a regional agency handling recycling and waste disposal for Roseville and surrounding areas. Their facilities include a Material Recovery Facility and the Western Regional Sanitary Landfill. Construction of the project would generate solid waste consisting of asphalt removed from the parking lot and miscellaneous waste materials from constructing the platform 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. No mitigation is required.

Auburn Boulevard/Whyte Avenue Design Option

Construction and operation of the raised corner island would have no effect on water, wastewater, or storm drainage, and would generate negligible solid waste during construction.

Shared Driveway Option

Implementation of this option would have no effect on water, wastewater, or storm drainage, and would generate negligible solid waste during construction.

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?	❑	❑	■	❑
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.)	❑	❑	■	❑
c. Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	❑	❑	■	❑

Discussion of Checklist Answers:

a,c. **Less-than-Significant Impact.** With implementation of the City's Mitigating Ordinances, Guidelines, and Standards and BMPs listed in Section 2, mitigation measures described in this section, and permit conditions, the proposed project would not have a significant impact on the habitat of any animal or fish species. No rare or endangered plant species would be affected. With incorporation of mitigation measures, the proposed project does not have the potential to degrade the quality of the environment, substantially reduce the habitat of any wildlife species, or create adverse effects on human beings.

b. **Less-than-Significant Impact.** The proposed project would contribute to cumulative air quality, greenhouse gas emissions, noise, and traffic impacts, but the project's contribution would not be cumulatively considerable. Refer to Item III.c (Air Quality), Item VII.a (Greenhouse Gas Emissions), XII.a (Noise), and XVI.a (Transportation/Traffic), respectively. 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 (agricultural resources, cultural resources, mineral resources), or the project effects would be localized and of limited extent (aesthetics, biological resources, geology/soil and hydrology/water quality). Similarly, the project would involve

minimal hazardous materials use, the risks of which are site-specific and are extensively regulated, and do not combine with similar effects to cause a cumulative effect.

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

c. **Less-Than-Significant Impact**. There would be no significant adverse effects on human beings. As explained in Items III (Air Quality) and XII (Noise), there would be no substantial 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.

4. REPORT PREPARERS

Atkins
1410 Rocky Ridge Drive, Suite 140
Roseville, CA 95661
916-782-7275
Project Manager: Alice Tackett

Appendix A

Supporting Documentation:

Air Quality, Greenhouse Gas Emissions, Noise

Air Quality and Greenhouse Gas Emissions

LOTP

Placer County APCD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Parking Lot	1	Acre
User Defined Retail	0.14	User Defined Unit

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Utility Company**	Roseville Electric
Climate Zone	2	**Precipitation Freq (Days)**	74		

1.3 User Entered Comments

Project Characteristics -

Land Use - Project defined

Construction Phase - Based on project schedule.

Grading - Project site size

Demolition -

Off-road Equipment - Project specs

Off-road Equipment - Project Specific

Off-road Equipment - Anticipated to move light poles and concrete blocks.

Off-road Equipment -

Energy Use - Electricity associated with lighting bathroom and parking lot only. Parkinglot assumption taken from BGM's "Miscellaneous" category.

Off-road Equipment -

Vehicle Trips - No traffic associated with restroom

Construction Off-road Equipment Mitigation -

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2013	5.18	38.90	24.59	0.04	0.72	2.31	3.03	0.00	2.31	2.31		4,139.30	0.00	0.46	0.00	4,149.03
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2013	5.18	38.90	24.59	0.04	0.63	2.31	2.94	0.00	2.31	2.31		4,139.30	0.00	0.46	0.00	4,149.03
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

3.1 Mitigation Measures Construction

Use Soil Stabilizer

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.16	0.00	0.16	0.00	0.00	0.00						0.00
Off-Road	5.07	38.45	23.67	0.04		2.29	2.29		2.29	2.29		3,946.47		0.46		3,956.03
Total	**5.07**	**38.45**	**23.67**	**0.04**	**0.16**	**2.29**	**2.45**	**0.00**	**2.29**	**2.29**		**3,946.47**		**0.46**		**3,956.03**

3.2 Demolition - 2013

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.03	0.39	0.15	0.00	0.40	0.01	0.41	0.00	0.01	0.01		62.24		0.00		62.27
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.08	0.07	0.77	0.00	0.17	0.00	0.17	0.00	0.00	0.01		130.59		0.01		130.73
Total	**0.11**	**0.46**	**0.92**	**0.00**	**0.57**	**0.01**	**0.58**	**0.00**	**0.01**	**0.02**		**192.83**		**0.01**		**193.00**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.06	0.00	0.06	0.00	0.00	0.00						0.00
Off-Road	5.07	38.45	23.67	0.04		2.29	2.29		2.29	2.29		3,946.47		0.46		3,956.03
Total	**5.07**	**38.45**	**23.67**	**0.04**	**0.06**	**2.29**	**2.35**	**0.00**	**2.29**	**2.29**		**3,946.47**		**0.46**		**3,956.03**

3.2 Demolition - 2013

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.03	0.39	0.15	0.00	0.40	0.01	0.41	0.00	0.01	0.01		62.24		0.00		62.27
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.08	0.07	0.77	0.00	0.17	0.00	0.17	0.00	0.00	0.01		130.59		0.01		130.73
Total	**0.11**	**0.46**	**0.92**	**0.00**	**0.57**	**0.01**	**0.58**	**0.00**	**0.01**	**0.02**		**192.83**		**0.01**		**193.00**

3.3 Grading - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.01	0.00	0.01	0.00	0.00	0.00						0.00
Off-Road	3.59	29.66	15.32	0.03		1.41	1.41		1.41	1.41		3,349.54		0.32		3,356.24
Total	**3.59**	**29.66**	**15.32**	**0.03**	**0.01**	**1.41**	**1.42**	**0.00**	**1.41**	**1.41**		**3,349.54**		**0.32**		**3,356.24**

3.3 Grading - 2013

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.05	0.04	0.47	0.00	0.10	0.00	0.11	0.00	0.00	0.00		80.36		0.00		80.45
Total	**0.05**	**0.04**	**0.47**	**0.00**	**0.10**	**0.00**	**0.11**	**0.00**	**0.00**	**0.00**		**80.36**		**0.00**		**80.45**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.00	0.00	0.00	0.00	0.00	0.00						0.00
Off-Road	3.59	29.66	15.32	0.03		1.41	1.41		1.41	1.41		3,349.54		0.32		3,356.24
Total	**3.59**	**29.66**	**15.32**	**0.03**	**0.00**	**1.41**	**1.41**	**0.00**	**1.41**	**1.41**		**3,349.54**		**0.32**		**3,356.24**

3.3 Grading - 2013

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.05	0.04	0.47	0.00	0.10	0.00	0.11	0.00	0.00	0.00		80.36		0.00		80.45
Total	**0.05**	**0.04**	**0.47**	**0.00**	**0.10**	**0.00**	**0.11**	**0.00**	**0.00**	**0.00**		**80.36**		**0.00**		**80.45**

3.4 Paving - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.81	26.56	13.88	0.03		1.88	1.88		1.88	1.88		2,542.47		0.34		2,549.65
Paving	0.03					0.00	0.00		0.00	0.00						0.00
Total	**3.84**	**26.56**	**13.88**	**0.03**		**1.88**	**1.88**		**1.88**	**1.88**		**2,542.47**		**0.34**		**2,549.65**

3.4 Paving - 2013

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.08	0.07	0.77	0.00	0.17	0.00	0.17	0.00	0.00	0.01		130.59		0.01		130.73
Total	**0.08**	**0.07**	**0.77**	**0.00**	**0.17**	**0.00**	**0.17**	**0.00**	**0.00**	**0.01**		**130.59**		**0.01**		**130.73**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.81	26.56	13.88	0.03		1.88	1.88		1.88	1.88		2,542.47		0.34		2,549.65
Paving	0.03					0.00	0.00		0.00	0.00						0.00
Total	**3.84**	**26.56**	**13.88**	**0.03**		**1.88**	**1.88**		**1.88**	**1.88**		**2,542.47**		**0.34**		**2,549.65**

3.4 Paving - 2013

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.08	0.07	0.77	0.00	0.17	0.00	0.17	0.00	0.00	0.01		130.59		0.01		130.73
Total	**0.08**	**0.07**	**0.77**	**0.00**	**0.17**	**0.00**	**0.17**	**0.00**	**0.00**	**0.01**		**130.59**		**0.01**		**130.73**

3.5 Building Construction - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.96	8.49	3.74	0.01		0.35	0.35		0.35	0.35		1,007.45		0.09		1,009.25
Total	**0.96**	**8.49**	**3.74**	**0.01**		**0.35**	**0.35**		**0.35**	**0.35**		**1,007.45**		**0.09**		**1,009.25**

3.5 Building Construction - 2013

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.96	8.49	3.74	0.01		0.35	0.35		0.35	0.35		1,007.45		0.09		1,009.25
Total	**0.96**	**8.49**	**3.74**	**0.01**		**0.35**	**0.35**		**0.35**	**0.35**		**1,007.45**		**0.09**		**1,009.25**

3.5 Building Construction - 2013

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

3.6 Architectural Coating - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.00					0.00	0.00		0.00	0.00						0.00
Off-Road	0.49	2.96	1.94	0.00		0.27	0.27		0.27	0.27		281.19		0.04		282.10
Total	**0.49**	**2.96**	**1.94**	**0.00**		**0.27**	**0.27**		**0.27**	**0.27**		**281.19**		**0.04**		**282.10**

3.6 Architectural Coating - 2013

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.00					0.00	0.00		0.00	0.00						0.00
Off-Road	0.49	2.96	1.94	0.00		0.27	0.27		0.27	0.27		281.19		0.04		282.10
Total	**0.49**	**2.96**	**1.94**	**0.00**		**0.27**	**0.27**		**0.27**	**0.27**		**281.19**		**0.04**		**282.10**

LOTP

Placer County APCD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Parking Lot	1	Acre
User Defined Retail	0.14	User Defined Unit

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Utility Company**	Roseville Electric
Climate Zone	2	**Precipitation Freq (Days)**	74		

1.3 User Entered Comments

Project Characteristics -

Land Use - Project defined

Construction Phase - Based on project schedule.

Grading - Project site size

Demolition -

Off-road Equipment - Project specs

Off-road Equipment - Project Specific

Off-road Equipment - Anticipated to move light poles and concrete blocks.

Off-road Equipment -

Energy Use - Electricity associated with lighting bathroom and parking lot only. Parkinglot assumption taken from BGM's "Miscellaneous" category.

Off-road Equipment -

Vehicle Trips - No traffic associated with restroom

Construction Off-road Equipment Mitigation -

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2013	5.18	38.92	24.53	0.04	0.72	2.31	3.03	0.00	2.31	2.31		4,120.92	0.00	0.46	0.00	4,130.64
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2013	5.18	38.92	24.53	0.04	0.63	2.31	2.94	0.00	2.31	2.31		4,120.92	0.00	0.46	0.00	4,130.64
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

3.1 Mitigation Measures Construction

Use Soil Stabilizer

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.16	0.00	0.16	0.00	0.00	0.00						0.00
Off-Road	5.07	38.45	23.67	0.04		2.29	2.29		2.29	2.29		3,946.47		0.46		3,956.03
Total	**5.07**	**38.45**	**23.67**	**0.04**	**0.16**	**2.29**	**2.45**	**0.00**	**2.29**	**2.29**		**3,946.47**		**0.46**		**3,956.03**

3.2 Demolition - 2013

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.03	0.39	0.17	0.00	0.40	0.01	0.41	0.00	0.01	0.01		61.84		0.00		61.87
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.08	0.07	0.69	0.00	0.17	0.00	0.17	0.00	0.00	0.01		112.61		0.01		112.74
Total	**0.11**	**0.46**	**0.86**	**0.00**	**0.57**	**0.01**	**0.58**	**0.00**	**0.01**	**0.02**		**174.45**		**0.01**		**174.61**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.06	0.00	0.06	0.00	0.00	0.00						0.00
Off-Road	5.07	38.45	23.67	0.04		2.29	2.29		2.29	2.29		3,946.47		0.46		3,956.03
Total	**5.07**	**38.45**	**23.67**	**0.04**	**0.06**	**2.29**	**2.35**	**0.00**	**2.29**	**2.29**		**3,946.47**		**0.46**		**3,956.03**

3.2 Demolition - 2013

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.03	0.39	0.17	0.00	0.40	0.01	0.41	0.00	0.01	0.01		61.84		0.00		61.87
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.08	0.07	0.69	0.00	0.17	0.00	0.17	0.00	0.00	0.01		112.61		0.01		112.74
Total	**0.11**	**0.46**	**0.86**	**0.00**	**0.57**	**0.01**	**0.58**	**0.00**	**0.01**	**0.02**		**174.45**		**0.01**		**174.61**

3.3 Grading - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.01	0.00	0.01	0.00	0.00	0.00						0.00
Off-Road	3.59	29.66	15.32	0.03		1.41	1.41		1.41	1.41		3,349.54		0.32		3,356.24
Total	**3.59**	**29.66**	**15.32**	**0.03**	**0.01**	**1.41**	**1.42**	**0.00**	**1.41**	**1.41**		**3,349.54**		**0.32**		**3,356.24**

3.3 Grading - 2013

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.05	0.05	0.43	0.00	0.10	0.00	0.11	0.00	0.00	0.00		69.30		0.00		69.38
Total	**0.05**	**0.05**	**0.43**	**0.00**	**0.10**	**0.00**	**0.11**	**0.00**	**0.00**	**0.00**		**69.30**		**0.00**		**69.38**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.00	0.00	0.00	0.00	0.00	0.00						0.00
Off-Road	3.59	29.66	15.32	0.03		1.41	1.41		1.41	1.41		3,349.54		0.32		3,356.24
Total	**3.59**	**29.66**	**15.32**	**0.03**	**0.00**	**1.41**	**1.41**	**0.00**	**1.41**	**1.41**		**3,349.54**		**0.32**		**3,356.24**

3.3 Grading - 2013

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.05	0.05	0.43	0.00	0.10	0.00	0.11	0.00	0.00	0.00		69.30		0.00		69.38
Total	**0.05**	**0.05**	**0.43**	**0.00**	**0.10**	**0.00**	**0.11**	**0.00**	**0.00**	**0.00**		**69.30**		**0.00**		**69.38**

3.4 Paving - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.81	26.56	13.88	0.03		1.88	1.88		1.88	1.88		2,542.47		0.34		2,549.65
Paving	0.03					0.00	0.00		0.00	0.00						0.00
Total	**3.84**	**26.56**	**13.88**	**0.03**		**1.88**	**1.88**		**1.88**	**1.88**		**2,542.47**		**0.34**		**2,549.65**

3.4 Paving - 2013

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.08	0.07	0.69	0.00	0.17	0.00	0.17	0.00	0.00	0.01		112.61		0.01		112.74
Total	**0.08**	**0.07**	**0.69**	**0.00**	**0.17**	**0.00**	**0.17**	**0.00**	**0.00**	**0.01**		**112.61**		**0.01**		**112.74**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.81	26.56	13.88	0.03		1.88	1.88		1.88	1.88		2,542.47		0.34		2,549.65
Paving	0.03					0.00	0.00		0.00	0.00						0.00
Total	**3.84**	**26.56**	**13.88**	**0.03**		**1.88**	**1.88**		**1.88**	**1.88**		**2,542.47**		**0.34**		**2,549.65**

3.4 Paving - 2013

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.08	0.07	0.69	0.00	0.17	0.00	0.17	0.00	0.00	0.01		112.61		0.01		112.74
Total	**0.08**	**0.07**	**0.69**	**0.00**	**0.17**	**0.00**	**0.17**	**0.00**	**0.00**	**0.01**		**112.61**		**0.01**		**112.74**

3.5 Building Construction - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.96	8.49	3.74	0.01		0.35	0.35		0.35	0.35		1,007.45		0.09		1,009.25
Total	**0.96**	**8.49**	**3.74**	**0.01**		**0.35**	**0.35**		**0.35**	**0.35**		**1,007.45**		**0.09**		**1,009.25**

3.5 Building Construction - 2013

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.96	8.49	3.74	0.01		0.35	0.35		0.35	0.35		1,007.45		0.09		1,009.25
Total	**0.96**	**8.49**	**3.74**	**0.01**		**0.35**	**0.35**		**0.35**	**0.35**		**1,007.45**		**0.09**		**1,009.25**

3.5 Building Construction - 2013

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

3.6 Architectural Coating - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.00					0.00	0.00		0.00	0.00						0.00
Off-Road	0.49	2.96	1.94	0.00		0.27	0.27		0.27	0.27		281.19		0.04		282.10
Total	**0.49**	**2.96**	**1.94**	**0.00**		**0.27**	**0.27**		**0.27**	**0.27**		**281.19**		**0.04**		**282.10**

3.6 Architectural Coating - 2013

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.00					0.00	0.00		0.00	0.00						0.00
Off-Road	0.49	2.96	1.94	0.00		0.27	0.27		0.27	0.27		281.19		0.04		282.10
Total	**0.49**	**2.96**	**1.94**	**0.00**		**0.27**	**0.27**		**0.27**	**0.27**		**281.19**		**0.04**		**282.10**

LOTP

Placer County APCD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Parking Lot	1	Acre
User Defined Retail	0.14	User Defined Unit

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Utility Company**	Roseville Electric
Climate Zone	2	**Precipitation Freq (Days)**	74		

1.3 User Entered Comments

Project Characteristics -

Land Use - Project defined

Construction Phase - Based on project schedule.

Grading - Project site size

Demolition -

Off-road Equipment - Project specs

Off-road Equipment - Project Specific

Off-road Equipment - Anticipated to move light poles and concrete blocks.

Off-road Equipment -

Energy Use - Electricity associated with lighting bathroom and parking lot only. Parkinglot assumption taken from BGM's "Miscellaneous" category.

Off-road Equipment -

Vehicle Trips - No traffic associated with restroom

Construction Off-road Equipment Mitigation -

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2013	0.43	3.27	1.79	0.00	0.02	0.19	0.20	0.00	0.19	0.19		322.46	322.46	0.03	0.00	323.19
Total	**0.43**	**3.27**	**1.79**	**0.00**	**0.02**	**0.19**	**0.20**	**0.00**	**0.19**	**0.19**		**322.46**	**322.46**	**0.03**	**0.00**	**323.19**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2013	0.43	3.27	1.79	0.00	0.02	0.19	0.20	0.00	0.19	0.19		322.46	322.46	0.03	0.00	323.19
Total	**0.43**	**3.27**	**1.79**	**0.00**	**0.02**	**0.19**	**0.20**	**0.00**	**0.19**	**0.19**		**322.46**	**322.46**	**0.03**	**0.00**	**323.19**

3.2 Demolition - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00
Off-Road	0.06	0.44	0.27	0.00		0.03	0.03		0.03	0.03		41.16	41.16	0.00	0.00	41.26
Total	**0.06**	**0.44**	**0.27**	**0.00**	**0.00**	**0.03**	**0.03**	**0.00**	**0.03**	**0.03**		**41.16**	**41.16**	**0.00**	**0.00**	**41.26**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.65	0.65	0.00	0.00	0.65
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00		1.22	1.22	0.00	0.00	1.23
Total	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**		**1.87**	**1.87**	**0.00**	**0.00**	**1.88**

3.2 Demolition - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00
Off-Road	0.06	0.44	0.27	0.00		0.03	0.03		0.03	0.03		41.16	41.16	0.00	0.00	41.26
Total	**0.06**	**0.44**	**0.27**	**0.00**	**0.00**	**0.03**	**0.03**	**0.00**	**0.03**	**0.03**		**41.16**	**41.16**	**0.00**	**0.00**	**41.26**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.65	0.65	0.00	0.00	0.65
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00		1.22	1.22	0.00	0.00	1.23
Total	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**		**1.87**	**1.87**	**0.00**	**0.00**	**1.88**

3.3 Grading - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00
Off-Road	0.19	1.57	0.81	0.00		0.07	0.07		0.07	0.07		161.00	161.00	0.02	0.00	161.33
Total	**0.19**	**1.57**	**0.81**	**0.00**	**0.00**	**0.07**	**0.07**	**0.00**	**0.07**	**0.07**		**161.00**	**161.00**	**0.02**	**0.00**	**161.33**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00		3.47	3.47	0.00	0.00	3.48
Total	**0.00**	**0.00**	**0.02**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**		**3.47**	**3.47**	**0.00**	**0.00**	**3.48**

3.3 Grading - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00
Off-Road	0.19	1.57	0.81	0.00		0.07	0.07		0.07	0.07		161.00	161.00	0.02	0.00	161.33
Total	**0.19**	**1.57**	**0.81**	**0.00**	**0.00**	**0.07**	**0.07**	**0.00**	**0.07**	**0.07**		**161.00**	**161.00**	**0.02**	**0.00**	**161.33**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00		3.47	3.47	0.00	0.00	3.48
Total	**0.00**	**0.00**	**0.02**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**		**3.47**	**3.47**	**0.00**	**0.00**	**3.48**

3.4 Paving - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.16	1.14	0.60	0.00		0.08	0.08		0.08	0.08		99.15	99.15	0.01	0.00	99.43
Paving	0.00					0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00
Total	**0.16**	**1.14**	**0.60**	**0.00**		**0.08**	**0.08**		**0.08**	**0.08**		**99.15**	**99.15**	**0.01**	**0.00**	**99.43**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.03	0.00	0.01	0.00	0.01	0.00	0.00	0.00		4.58	4.58	0.00	0.00	4.58
Total	**0.00**	**0.00**	**0.03**	**0.00**	**0.01**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**		**4.58**	**4.58**	**0.00**	**0.00**	**4.58**

3.4 Paving - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.16	1.14	0.60	0.00		0.08	0.08		0.08	0.08		99.15	99.15	0.01	0.00	99.43
Paving	0.00					0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00
Total	**0.16**	**1.14**	**0.60**	**0.00**		**0.08**	**0.08**		**0.08**	**0.08**		**99.15**	**99.15**	**0.01**	**0.00**	**99.43**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.03	0.00	0.01	0.00	0.01	0.00	0.00	0.00		4.58	4.58	0.00	0.00	4.58
Total	**0.00**	**0.00**	**0.03**	**0.00**	**0.01**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**		**4.58**	**4.58**	**0.00**	**0.00**	**4.58**

3.5 Building Construction - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.01	0.10	0.04	0.00		0.00	0.00		0.00	0.00		10.96	10.96	0.00	0.00	10.98
Total	**0.01**	**0.10**	**0.04**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**10.96**	**10.96**	**0.00**	**0.00**	**10.98**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.5 Building Construction - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.01	0.10	0.04	0.00		0.00	0.00		0.00	0.00		10.96	10.96	0.00	0.00	10.98
Total	**0.01**	**0.10**	**0.04**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**10.96**	**10.96**	**0.00**	**0.00**	**10.98**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.6 Architectural Coating - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.00					0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.26	0.26	0.00	0.00	0.26
Total	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.26**	**0.26**	**0.00**	**0.00**	**0.26**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.6 Architectural Coating - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.00					0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.26	0.26	0.00	0.00	0.26
Total	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.26**	**0.26**	**0.00**	**0.00**	**0.26**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Noise

TRAFFIC NOISE LEVELS AND NOISE CONTOURS

Project Number: 100024933
Project Name: Louis/OrlandoTransfer Point Improvement Project

Background Information

Model Description: Existing — FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.
Source of Traffic Volumes Atkins — X
Community Noise Descriptor: L_{dn}: x CNEL:

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

Analysis Condition **Existing No Project**

	Roadway	Segment From	Segment To	Lanes	Median Width	ADT Volume	Design Speed (mph)	Alpha Factor	Vehicle Mix: Medium Trucks	Vehicle Mix: Heavy Trucks	Ldn at 50 Feet	Distance from Centerline of Roadway to Contour: 70 Ldn	65 Ldn	60 Ldn	55 Ldn
1	Auburn Blvd	I-80	Orlando Ave	4	0	23,160	40	0	1.5%	0.5%	67.5	28	88	279	883
2	Auburn Blvd	Orlando Ave	Whyte Ave	4	0	25,050	40	0	1.5%	0.5%	67.8	30	96	302	955
3	Auburn Blvd	Whyte Ave	Linden Ave	4	0	24,030	40	0	1.5%	0.5%	67.6	29	92	290	916
4	Louis Ln	Whyte Ave	Orlando Ave	2	0	880	25	0	1.5%	0.5%	48.9	0	1	4	12
5	Orlando Ave	Auburn Blvd	Louis Ln	2	0	8,880	40	0	1.5%	0.5%	63.0	10	32	101	318
6	Orlando Ave	Louis Ln	Livoti Ave	2	0	8,030	40	0	1.5%	0.5%	62.6	9	29	91	288
7	Whyte Ave	Auburn Blvd	Louis Ln	2	0	1,340	25	0	1.5%	0.5%	50.7	1	2	6	19
8	Whyte Ave	Louis Ln	Eddie Dr	2	0	1,290	25	0	1.5%	0.5%	50.6	1	2	6	18

[1] Distance is from the centerline of the roadway segment to the receptor location.
"-" = contour is located within the roadway right-of-way.

TRAFFIC NOISE LEVELS AND NOISE CONTOURS

Project Number: 100024933
Project Name: Louis/Orlando Transfer Point Improvement Project

Background Information

Model Description: Existing Plus Project — FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.
Source of Traffic Volumes: Atkins
Community Noise Descriptor: L_{dn}: x CNEL:

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

Analysis Condition **Existing Plus Proposed Project**

	Roadway	Segment From	Segment To	Lanes	Median Width	ADT Volume	Design Speed (mph)	Alpha Factor	Vehicle Mix: Medium Trucks	Vehicle Mix: Heavy Trucks	Ldn at 50 Feet	Distance from Centerline of Roadway to Contour: 70 Ldn	65 Ldn	60 Ldn	55 Ldn
1	Auburn Blvd	I-80	Orlando Ave	4	0	23,250	40	0	1.5%	0.5%	67.5	28	89	280	886
2	Auburn Blvd	Orlando Ave	Whyte Ave	4	0	25,130	40	0	1.5%	0.5%	67.8	30	96	303	958
3	Auburn Blvd	Whyte Ave	Linden Ave	4	0	24,140	40	0	1.5%	0.5%	67.6	29	92	291	920
4	Louis Ln	Whyte Ave	Orlando Ave	2	0	930	25	0	1.5%	0.5%	49.1	0	1	4	13
5	Orlando Ave	Auburn Blvd	Louis Ln	2	0	8,740	40	0	1.5%	0.5%	63.0	10	31	99	313
6	Orlando Ave	Louis Ln	Livoti Ave	2	0	8,110	40	0	1.5%	0.5%	62.6	9	29	92	291
7	Whyte Ave	Auburn Blvd	Louis Ln	2	0	1,450	25	0	1.5%	0.5%	51.1	1	2	6	20
8	Whyte Ave	Louis Ln	Eddie Dr	2	0	1,480	25	0	1.5%	0.5%	51.1	1	2	7	21

[1] Distance is from the centerline of the roadway segment to the receptor location.
"-" = contour is located within the roadway right-of-way.

TRAFFIC NOISE LEVELS AND NOISE CONTOURS

Project Number: 100024933
Project Name: Louis/OrlandoTransfer Point Improvement Project

Background Information

Model Description: Existing Plus Project (Auburn/Whyte Design Opti FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.
Source of Traffic Volumes Atkins X
Community Noise Descriptor: L_{dn}: x CNEL:

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

Analysis Condition **Existing Plus Proposed Project (Auburn/Whyte Design Option)**

	Roadway	Segment From	Segment To	Lanes	Median Width	ADT Volume	Design Speed (mph)	Alpha Factor	Vehicle Mix: Medium Trucks	Vehicle Mix: Heavy Trucks	Ldn at 50 Feet	Distance from Centerline of Roadway to Contour: 70 Ldn	65 Ldn	60 Ldn	55 Ldn
1	Auburn Blvd	I-80	Orlando Ave	4	0	23,160	40	0	1.5%	0.5%	67.5	28	88	279	883
2	Auburn Blvd	Orlando Ave	Whyte Ave	4	0	25,250	40	0	1.5%	0.5%	67.8	30	96	304	963
3	Auburn Blvd	Whyte Ave	Linden Ave	4	0	23,880	40	0	1.5%	0.5%	67.6	29	91	288	910
4	Louis Ln	Whyte Ave	Orlando Ave	2	0	1,010	25	0	1.5%	0.5%	49.5	0	1	4	14
5	Orlando Ave	Auburn Blvd	Louis Ln	2	0	8,810	40	0	1.5%	0.5%	63.0	10	32	100	316
6	Orlando Ave	Louis Ln	Livoti Ave	2	0	8,080	40	0	1.5%	0.5%	62.6	9	29	92	289
7	Whyte Ave	Auburn Blvd	Louis Ln	2	0	1,340	25	0	1.5%	0.5%	50.7	1	2	6	19
8	Whyte Ave	Louis Ln	Eddie Dr	2	0	1,460	25	0	1.5%	0.5%	51.1	1	2	6	20

[1] Distance is from the centerline of the roadway segment to the receptor location.
"-" = contour is located within the roadway right-of-way.

				Existing	Existing+Project	Change
1	Auburn Blvd	I-80	Orlando Ave	67	67	0
2	Auburn Blvd	Orlando Ave	Whyte Ave	68	68	0
3	Auburn Blvd	Whyte Ave	Linden Ave	68	68	0
4	Louis Ln	Whyte Ave	Orlando Ave	49	49	0
5	Orlando Ave	Auburn Blvd	Louis Ln	63	63	0
6	Orlando Ave	Louis Ln	Livoti Ave	63	63	0
7	Whyte Ave	Auburn Blvd	Louis Ln	51	51	0
8	Whyte Ave	Louis Ln	Eddie Dr	51	51	1

Existing Plus Project (Auburn/Whyte Design Option)

				Existing	Existing+Project	Change
1	Auburn Blvd	I-80	Orlando Ave	67	67	0
2	Auburn Blvd	Orlando Ave	Whyte Ave	68	68	0
3	Auburn Blvd	Whyte Ave	Linden Ave	68	68	0
4	Louis Ln	Whyte Ave	Orlando Ave	49	49	1
5	Orlando Ave	Auburn Blvd	Louis Ln	63	63	0
6	Orlando Ave	Louis Ln	Livoti Ave	63	63	0
7	Whyte Ave	Auburn Blvd	Louis Ln	51	51	0
8	Whyte Ave	Louis Ln	Eddie Dr	51	51	1

Project Number: 100024933

Project Name: Louis/Orlando Transfer Point Improvement Project

Traffic: Atkins

K-Factor = 10

	Intersection	Roadway	Segment From	Segment To	Existing (figure 2-1) PM Peak Hour	Existing (figure 2-1) ADT	Existing+Project (figure 4-1) PM Peak Hour	Existing+Project (figure 4-1) ADT
1	1n	Auburn Blvd	I-80	Orlando Ave	2316	23160	2325	23250
2	1s	Auburn Blvd	Orlando Ave	Whyte Ave	2505	25050	2513	25130
3	3s	Auburn Blvd	Whyte Ave	Linden Ave	2403	24030	2414	24140
4	4n	Louis Ln	Whyte Ave	Orlando Ave	88	880	93	930
5	1e	Orlando Ave	Auburn Blvd	Louis Ln	888	8880	874	8740
6	2e	Orlando Ave	Louis Ln	Livoti Ave	803	8030	811	8110
7	3e	Whyte Ave	Auburn Blvd	Louis Ln	134	1340	145	1450
8	4e	Whyte Ave	Louis Ln	Eddie Dr	129	1290	148	1480

Existing Plus Project (Auburn/Whyte Design Option)

Project Number: 100024933
Project Name: Louis/Orlando Transfer Point Improvement Project

K-Factor = 10

	Intersection	Roadway	Segment From	Segment To	figure 2-1 Existing PM Peak Hour	figure 2-1 Existing ADT	figure 4-1 Existing+Project PM Peak Hour	figure 4-1 Existing+Project ADT
1	1n	Auburn Blvd	I-80	Orlando Ave	2316	23160	2316	23160
2	1s	Auburn Blvd	Orlando Ave	Whyte Ave	2505	25050	2525	25250
3	3s	Auburn Blvd	Whyte Ave	Linden Ave	2403	24030	2388	23880
4	4n	Louis Ln	Whyte Ave	Orlando Ave	88	880	101	1010
5	1e	Orlando Ave	Auburn Blvd	Louis Ln	888	8880	881	8810
6	2e	Orlando Ave	Louis Ln	Livoti Ave	803	8030	808	8080
7	3e	Whyte Ave	Auburn Blvd	Louis Ln	134	1340	134	1340
8	4e	Whyte Ave	Louis Ln	Eddie Dr	129	1290	146	1460