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## NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

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|------------------------------------|--|
| <b>Project Title/File Number:</b>  | Sutter Roseville MOB 6 / PL13-0284   |
| <b>Project Location:</b>           | 1351 Secret Ravine Dr.; Roseville; Placer County; APN: 456-010-042-000   |
| <b>Project Description:</b>        | The applicant requests approval of a Design Review Permit to construct a 60,000 square foot medical office building and 475 space five-story parking garage on the existing Sutter Roseville medical campus. The application includes an Administrative Permit to allow a portion of the medical office building to be occupied prior to completion of the parking garage. |
| <b>Project Applicant:</b>          | Don Myers, Boulder Associates; 1331 21 <sup>st</sup> St., Sacramento, CA 95811; (916) 492-8796   |
| <b>Property Owner:</b>             | Joan Touloukian, Sutter Roseville Medical Center ; 1 Medical Plaza, Roseville, CA 95661 ; (916) 781-1203   |
| <b>Lead Agency Contact Person:</b> | Derek Ogden, Associate Planner - City of Roseville; (916) 774-5276   |

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***DECLARATION: The Planning Manager has determined that the above project will have no significant effect on the environment and therefore does not require preparation of an Environmental Impact Report. The determination is based on the following findings:***

- A. *The project will not have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare or threatened species, reduce the number or restrict the range of rare or endangered plants or animals or eliminate important examples of the major periods of California history or prehistory.*
- B. *The project will not have the potential to achieve short-term, to the disadvantage of long-term, environmental goals.*
- C. *The project will not have impacts, which are individually limited, but cumulatively considerable.*
- D. *The project will not have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly.*
- E. *No substantial evidence exists that the project may have a significant effect on the environment.*
- F. *The project incorporates all applicable mitigation measures identified in the attached initial study.*
- G. *This mitigated negative declaration reflects the independent judgment of the lead agency.*

Copies of the proposed Mitigated Negative Declaration and all documents referenced therein are available for review by members of the public at the City of Roseville, Planning Division, 311 Vernon Street, Roseville, CA 95678, during the normal business hours of 8 am to 5 pm, Monday through Friday.

**Written comments shall be submitted no later than June 26, 2014 which is 30 days from the start of the posting date of June 6, 2014.**

POSTING PERIOD: June 6, 2014 to June 26, 2014

SUBMIT COMMENTS TO:

Roseville Planning Division  
Attn: Derek Ogden  
311 Vernon Street  
Roseville, CA 95678

Initial Study Prepared by:

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Derek Ogden, Associate Planner

The public hearing regarding the project will be held on June 26, 2014 at 7:00 p.m. before the Planning Commission. The hearing will be held in the City of Roseville Council Chambers located at 311 Vernon Street, Roseville, California.

*NOTE TO PLACER COUNTY CLERK: Please mail the original of this document back to the Roseville City Clerk at 311 Vernon Street, Suite 208, Roseville, CA 95678.*

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## INITIAL STUDY & ENVIRONMENTAL CHECKLIST

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|------------------------------------|--|
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This initial study has been prepared to identify and assess the anticipated environmental impacts of the above described project application. The document relies on previous environmental documents (see Attachments) and site-specific studies prepared to address in detail the effects or impacts associated with the project. Where documents were submitted by consultants working for the applicant, City staff reviewed such documents in order to determine whether, based on their own professional judgment and expertise, staff found such documents to be credible and persuasive. Staff has only relied on documents that reflect their independent judgment, and has not accepted at face value representations made by consultants for the applicant.

This document has been prepared to satisfy the California Environmental Quality Act (CEQA), (Public Resources Code, Section 21000 et seq.) and the State CEQA Guidelines (14 CCR 15000 et seq.). 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.

The initial study is a public document used by the decision-making lead agency to determine whether a project may have a significant effect on the environment. If the lead agency finds substantial evidence that any aspect of the project, either individually or cumulatively, may have a significant effect on the environment, regardless of whether the overall effect of the project is adverse or beneficial, the lead agency is required to prepare an EIR. If the agency finds no substantial evidence that the project or any of its aspects may cause a significant effect on the environment, a negative declaration shall be prepared. If in the course of analysis, the agency recognizes that the project may have a significant impact on the environment, but that by incorporating specific mitigation measures to which the applicant agrees, the impact will be reduced to a less than significant effect, a mitigated negative declaration shall be prepared.

Because the proposed project is consistent with the City's General Plan, for which an EIR was prepared, the project is subject to the streamlining provisions of CEQA Guidelines Section 15183. Under that section, certain categories of impacts can be exempt from CEQA, including significant effects of projects that were previously disclosed in a General Plan EIR. (See CEQA Guidelines, § 15183, subd. (b)(2).) In general, project-specific review under that section is focused on "project-specific significant impacts which are peculiar to the project or its site." (*Id.*, subd. (a).) Notably, "[a]n effect of a project on the environment shall not be considered peculiar to the project or the parcel . . . if uniformly applied development policies or standards have been previously adopted by the city . . . with a finding that the development policies or standards will substantially mitigate that environmental effect when applied to future projects, unless substantial new information shows that the policies or standards will not substantially mitigate the environmental effect." (*Id.*, subd. (f).)

In reviewing the site specific information provided for this project, the City of Roseville Planning Department has analyzed the potential environmental impacts created by this project and determined that with mitigation the impacts are less than significant. As demonstrated in the initial study checklist, there are not "project specific significant effects which are peculiar to the project or site" that cannot be reduced to less than significant effects through mitigation (CEQA Section 15183) and therefore an additional EIR **is not** required. Therefore, **on the basis of the following initial evaluation**, we find that the proposed project **could not** have a significant effect on the environment, and a **Mitigated Negative Declaration** will be prepared.

Prepared by: \_\_\_\_\_ Date: \_\_\_\_\_  
Derek Ogden, Associate Planner

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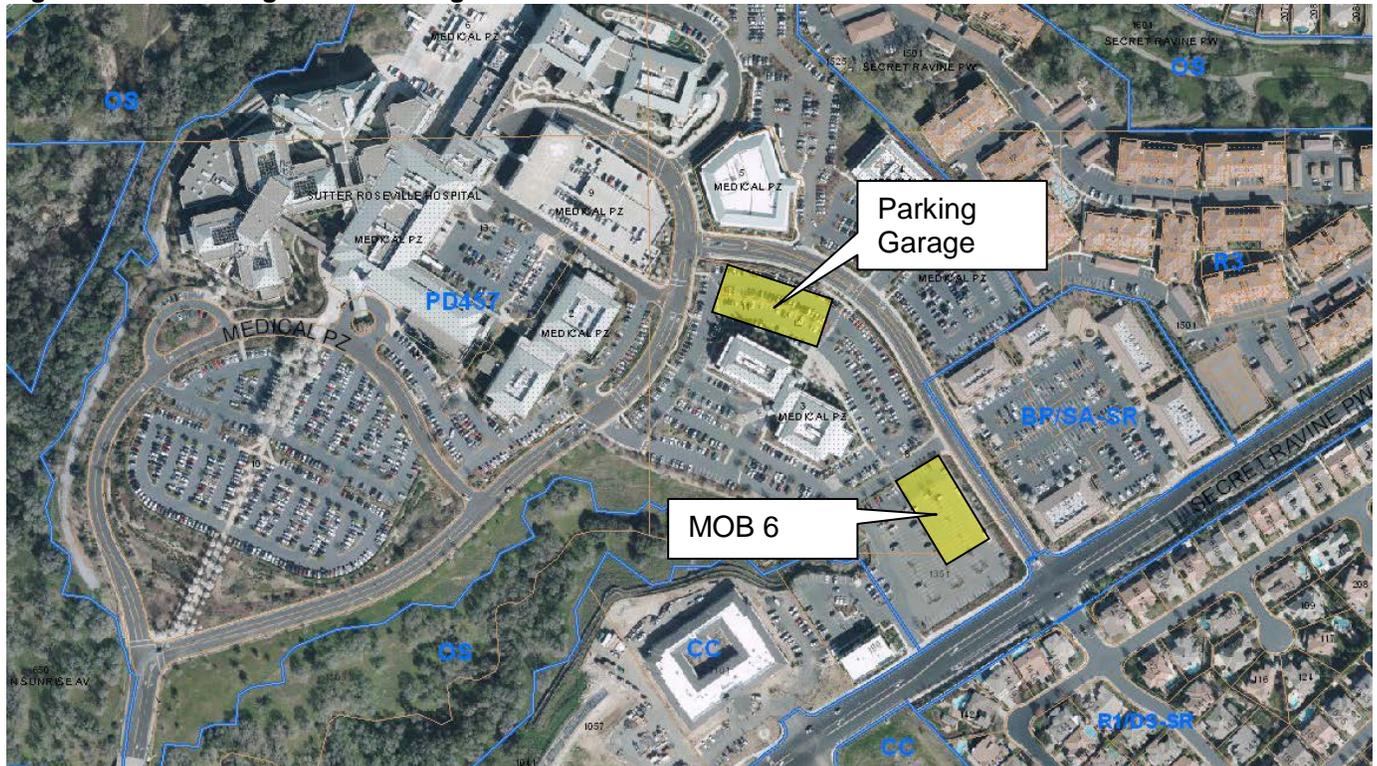
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## PROJECT DESCRIPTION

### Project Setting

The ±49-acre Sutter Roseville Medical Center is located in the Northeast Roseville Specific Plan area (NERSP), at One Medical Plaza (see Figure 1). The project site is approximately 3 acres and contains existing parking areas, lighting and landscaping. The General Plan designation is Business Professional/Medical Center. The zoning designation is Planned Development for Medical Campus (PD 457).

**Figure 1: Surrounding Uses & Zoning**



### Surrounding Zoning and Land Use

| Location | Zoning                                   | General Plan Land Use             | Actual Use of Property |
|----------|--|-----------------------------------|------------------------|
| Site     | Planned Development 457 (Medical Campus) | Business Professional (BP)        | Surface Parking Lot    |
| North    | Business Professional (BP/SA-SR)         | BP                                | Medical Offices        |
| South    | Single Family Residential (R1/DS-SR)     | Low Density Residential (LDR-4.5) | Single Family Homes    |
| East     | Business Professional (BP/SA-SR)         | BP                                | Medical Offices        |
| West     | Community Commercial (CC)                | Community Commercial (CC)         | Medical Offices        |

The current request is to construct a 60,000 square foot medical office building and five story 475 space parking garage on existing surface parking areas. Also included in the project are roadway and frontage improvements along Secret Ravine Drive and Medical Plaza Drive. These improvements include the installation of a traffic signal at the intersection of Medical Plaza Dr. and Secret Ravine Pw.

## **UNIFORMLY APPLIED POLICIES AND STANDARDS**

For projects that are consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified, CEQA Guidelines Section 15183, as noted earlier, allows a lead agency to rely on previously adopted development policies or standards as mitigation for the environmental effects, 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 otherwise (CEQA Guidelines §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:

- City of Roseville CEQA Implementing Procedures
- City of Roseville General Plan Policies
- City of Roseville Zoning Ordinance (RMC Title 19)
- Noise Regulation (RMC Ch.9.24)
- Flood Damage Prevention Ordinance (RMC Ch.9.80)
- Traffic Mitigation Fee (RMC Ch.4.44)
- Highway 65 Joint Powers Authority Improvement Fee (Resolution 2008-02)
- South Placer Regional Transportation Authority Transportation and Air Quality Mitigation Fee (Resolution 09-05)
- Drainage Fees (Dry Creek [RMC Ch.4.49] and Pleasant Grove Creek [RMC Ch.4.48])
- City of Roseville Improvement Standards (Resolution 02-37)
- City of Roseville Construction Standards (Resolution 01-208)
- Tree Preservation Ordinance (RMC Ch.19.66)
- Subdivision Ordinance (RMC Title 18)
- Community Design Guidelines (Resolution 95-347)
- Specific Plan Design Guidelines:
  - Development Guidelines Del Webb Specific Plan (Resolution 96-330)
  - North Central Roseville Specific Plan and Landscape Design Guidelines (Resolution 90-170)
  - North Roseville Specific Plan and Design Guidelines (Resolution 00-432)
  - Northeast Roseville Specific Plan (Olympus Pointe) Signage Guidelines (Resolution 89-42)
  - North Roseville Area Design Guidelines (Resolution 92-226)
  - Northeast Roseville Specific Plan Landscape Design Guidelines (Resolution 87-31)
  - Southeast Roseville Specific Plan Landscape Design Guidelines (Resolution 88-51)
  - Stoneridge Specific Plan and Design Guidelines (Resolution 98-53)
  - West Roseville Specific Plan (Resolution #04-38)

The City's Mitigating Policies and Standards are referenced, where applicable, in the Initial Study Checklist. The City of Roseville has adopted CEQA Findings that these Mitigating Policies and Standards substantially mitigate specified environmental impacts of the future project.

## **SCOPE OF ENVIRONMENTAL REVIEW AND PRIOR DOCUMENTS**

The following narrative is provided to summarize the analysis undertaken as it relates to CEQA Section 21083 and CEQA Guidelines Section 15183 and City staff's conclusion to prepare a Negative Declaration for the Sutter Roseville Medical Center project. As described more specifically below, the California Environmental Quality Act (CEQA) provides for the use of prior environmental documents in

specific situations. In this case it has been determined that Public Resources Code Section 21083.3 and its attendant CEQA Guidelines Section 15183 are applicable to the project, which allow for the utilization of prior environmental impact reports in order to streamline the processing of permits and avoid redundancy in environmental documents. This narrative does not address specific impacts of the Sutter Roseville Medical Center project, but rather is intended to be read in conjunction with the other portions of the Initial Study and Negative Declaration to inform the reader of the process and analysis utilized by the City in its determination of the appropriate environmental document to be utilized for the project.

Public Resources Code Section 21083.3 limits CEQA review of certain projects to environmental effects that are “peculiar” to the parcel or to the project and which were not addressed as significant effects in a prior EIR, or which new information shows will be more significant than described in the prior EIR. The Sutter Roseville Medical Center project is a qualified project pursuant to Section 21083.3(a), which provides in pertinent part:

(a) If a parcel has been zoned to accommodate a particular density of development or has been designated in a community plan to accommodate a particular density of development and an environmental impact report was certified for that zoning or planning action, the application of this division to the approval of any subdivision map or other project that is consistent with the zoning or community plan shall be limited to effects upon the environment which are peculiar to the parcel or to the project and which were not addressed as significant effects in the prior environmental impact report, or which substantial new information shows will be more significant than described in the prior environmental impact report.

(b) If a development project is consistent with the general plan of a local agency and an environmental impact report was certified with respect to that general plan, the application of this division to the approval of that development project shall be limited to effects on the environment which are peculiar to the parcel or to the project and which were not addressed as significant effects in the prior environmental impact report, or which substantial new information shows will be more significant than described in the prior environmental impact report.

The Sutter Roseville Medical Center parcel was zoned Urban Reserve with the adoption of the Northeast Roseville Specific Plan to accommodate the proposed project. As Environmental Impact Report (EIR) dated March 11, 1987 was prepared for the NERSP (SCH #86042805).

The applicant subsequently applied for and received approval of Specific Plan Amendment, Rezone, General Plan Amendment and Use Permit applications for the Sutter Roseville Medical Center. Between 1990 and 1994, the City prepared and certified an EIR and two supplemental EIRs for the Sutter Roseville Medical Center Master Plan (hereafter referred to as Roseville Hospital Replacement EIR, State Clearinghouse Numbers 90020142 and 93092081). The Specific Plan Amendment and Rezone applications established the site zoning as Planned Development for Medical Campus, and authorized development of an 804,000 square foot medical center on the site. In 2006 the City Council approved a Conditional Use Permit to amend the original entitlements for the Sutter Medical Campus to increase the developed square footage of the site to 1,100,000 square feet, an increase of 296,000 square feet. ON October 26, 2006 a Mitigated Negative Declaration was adopted by the City’s Planning Commission for the project.

The City General Plan 2020 (GP) was adopted November 18, 1992 by Resolution #92-321 and revised in February 2004 (Resolution 04-39) through a technical update with the adoption of the West Roseville Specific Plan. The focus of the revision was to update policies and to integrate the concepts developed through Roseville’s specific plans, into citywide policy. Each element of the GP references and provides policies relating to specific plans. The specific plans are viewed as the primary mechanism for implementing the goals and policies of the GP. The plans are consistent with, and incorporated by reference into, the Land Use Element of the GP (page II-59 of the GP). Specific plan land uses are

reflected on the GP land use map. The specific plans establish detailed policies and implementation programs for portions of the City, consistent with the goals and policies established in the GP.

The GP EIR (SCH #92072064) was certified November 18, 1992 by Resolution #92-320 and updated with the West Roseville Specific Plan Final EIR and are several of the previous environmental documents used in preparation of this Initial Study.

Accordingly, this project is a qualified project within the meaning of Section 21083.3, both under subsection (a) and (b). Further analysis was required however, prior to making a determination of the appropriate environmental document for the processing of the project.

CEQA Guidelines Section 15183 provides guidance on the criteria to be used in making a determination as to whether Section 21083.3 will apply. Specifically, Guideline Section 15183(b) provides as follows:

(b) In approving a project meeting the requirements of this section, a public agency shall limit its examination of environmental effects to those which the agency determines, in an initial study or other analysis:

- (1) Are peculiar to the project or the parcel on which the project would be located, and
- (2) Were not analyzed as significant effects in a prior EIR on the zoning action, general plan, or community plan, with which the project is consistent,
- (3) Are potentially significant off-site impacts and cumulative impacts which were not discussed in the prior EIR prepared for the general plan, community plan or zoning action, or
- (4) Are previously identified significant effects which, as a result of substantial new information which was not known at the time the EIR was certified, are determined to have a more severe adverse impact than discussed in the prior EIR.

The balance of this section of the Initial Study is devoted to discussing the basis upon which this partial exemption provided by Section 21083.3 is utilized for the Sutter Roseville Medical Center project. Most importantly it summarizes the findings of the City relating to the prior EIR and how the criteria set forth in Guidelines Section 15183 have been met.

Guideline Section 15183(f) provides guidance as to what effects will be considered “peculiar” to a project and states in part as follows:

- (f) An effect of a project on the environment shall not be considered peculiar to the project or the parcel for the purposes of this section if uniformly applied development policies or standards have been previously adopted by the city or county with a finding that the development policies or standards will substantially mitigate the environmental effect when applied to future projects, unless substantial new information shows that the policies or standards will not substantially mitigate the environmental effect.

The EIR studied the environmental effects of the approval of the Northeast Roseville Specific Plan, which included the designation and rezone of the subject site to Public/Quasi-Public. The EIR carefully considered the consistency of the Specific Plan with the City’s General Plan. The EIR identified a number of potentially significant impacts associated with the development of the Specific Plan, including some which could not be feasibly mitigated. In approving the Specific Plan the Roseville City Council adopted findings of overriding considerations for those impacts which could not be adequately mitigated.

Those impacts which were determined to be infeasible to mitigate to a level of less than significant are:

Impacts deemed significant and unavoidable at project specific level.

- The potential disturbance and/or loss of natural biological habitat, including wetlands;
- Change in the visual character by the introduction of urban development;
- Introduction of night lighting into an undeveloped area;
- Changes to views from Sierra College Boulevard and adjacent areas;
- Increases in regional air pollution;
- Inconsistency with applicable regional air quality goals; and
- Short-term increases in noise due to construction.

Table 2.1 of the NERSP Draft EIR provides a summary of the findings leading to the conclusions of significance for each of the categories listed above. The bulk of these listed categories are not relevant to the subject project due in large part to the fact that the project is consistent with the Specific Plan and proposes no changes to the Plan. The Specific Plan has developed and the amendments have not resulted in unexpected changes not contemplated by the drafters of the EIR have occurred.

The mitigation measures contained within the Northeast Roseville Specific Plan EIR and the General Plan EIR have been undertaken and the Sutter Roseville Medical Center project is compliant with the mitigation measures identified in the Northeast Roseville Specific Plan EIR and General Plan EIR.

The Sutter Roseville Medical Center MOB Mitigated Negative Declaration incorporates several prior environmental documents into this Initial Study by reference. Each of these documents are noted below and can be reviewed at the City of Roseville Planning Department located at 311 Vernon Street, Roseville, CA, from Monday through Friday during the hours of 8 a.m. to 5 p.m.

## **1. NORTHEAST ROSEVILLE SPECIFIC PLAN**

The Northeast Roseville Specific Plan (NERSP) was adopted March 18, 1998 by the City Council. The plan area encompasses approximately 1,089 acres located northeast of the central area of the City. The primary purpose of the NERSP is to provide a guide to development within the plan area. The NERSP EIR (SCH #97032058) is one of the previous environmental documents used in preparation of this Initial Study.

The City Council adopted a Statement of Overriding Considerations when they certified the NERSP EIR, identifying the following impacts as significant and unavoidable:

- The potential disturbance and/or loss of natural biological habitat, including wetlands;
- Change in the visual character by the introduction of urban development;
- Introduction of night lighting into an undeveloped area;
- Changes to views from Sierra College Boulevard and adjacent areas;
- Increases in regional air pollution;
- Inconsistency with applicable regional air quality goals; and
- Short-term increases in noise due to construction.

## **2. GENERAL PLAN**

The City's 2020 General Plan was adopted on February 4, 2004 by Resolution #04-39. The current General Plan contains in large part the same goals, policies, and implementation measures as the previous 2010 General Plan (adopted on November 18, 1992, by Resolution #92-321), for which a formal

General Plan EIR was prepared. However, the current General Plan has been updated to reflect the current level of development in the City and to reflect the 3,100-acre West Roseville Specific Plan annexation that was approved in 2004. Changes between the 2010 General Plan and the current 2020 General Plan were analyzed as part of the West Roseville Specific Plan Environmental Impact Report (WRSP EIR) (SCH #2002082057).

Each element of the General Plan (GP) references and provides policies relating to specific plans. The specific plans are viewed as the primary mechanism for implementing the goals and policies of the GP. The plans are consistent with, and incorporated by reference into, the Land Use Element of the GP (page II-59 of the GP). Specific plan land uses are reflected on the GP land use map. The specific plans establish detailed policies and implementation programs for portions of the City, consistent with the goals and policies established in the GP.

The City Council adopted a Statement of Overriding Considerations when they certified the GP EIR, identifying the following impacts as significant and unavoidable:

- flood hazard
- vehicular air emissions (ozone)
- construction air emissions (ozone)
- vehicle noise
- railroad noise
- noise from fixed sources
- conversion of open space outside of infill area
- jobs/housing imbalance
- affordable housing
- increased traffic/degraded LOS
- loss of annual grasslands
- loss of oak trees and oak woodlands
- loss of riparian woodlands
- loss of vernal pools
- loss of intermittent drainages and other seasonal wetland habitat
- habitat fragmentation and loss of wildlife habitat
- risk of hazardous materials-related emergencies due to rail operations
- cumulative air quality, land use, jobs/housing, traffic, biological, cultural, risk of upset, open space, public services and utilities, and water impacts
- growth inducement

## **EXPLANATION OF INITIAL STUDY CHECKLIST**

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The California Environmental Quality Act (CEQA) Guidelines recommend that lead agencies use an Initial Study Checklist to determine potential impacts of the proposed project to the physical environment. The Initial Study Checklist provides a list of questions concerning a comprehensive array of environmental issue areas potentially affected by this project. This section of the Initial Study incorporates a portion of Appendix "G" Environmental Checklist Form, contained in the CEQA Guidelines.

There are four (4) possible answers to the Environmental Impacts Checklist 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 the information that a fair argument based on substantial evidence 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 project. When one or more "Potentially Significant Impact" entries are made, an EIR is required.
- 2) A "Potentially Significant Unless Mitigation Incorporated" answer is appropriate where the applicant has agreed to incorporate a mitigation measure to reduce an impact from "Potentially Significant" to a "Less than Significant." For instance, 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 of the floodway. The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less-than-significant level. Mitigation Measures are identified as MM followed by a number.
- 3) A "Less Than Significant Impact" answer 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 that the application of development policies and standards to the project will reduce the impact(s) to a less than significant level. For instance, 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 instance, a project in the center of an urbanized area will clearly not have an adverse effect on agricultural resources or operations.

All answers must take 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.

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.

**INITIAL STUDY CHECKLIST**

**I. Aesthetics**

Would the project:

| Environmental Issue  | Potentially Significant Impact | Less Than Significant With Mitigation | Less Than Significant Impact | No Impact |
|--|--------------------------------|---------------------------------------|------------------------------|-----------|
| a) Have a substantial adverse effect on a scenic vista?  |                                |                                       |                              | X         |
| b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? |                                |                                       |                              | X         |
| c) Substantially degrade the existing visual character or quality of the site and its surroundings?  |                                |                                       | X                            |           |
| d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?                                   |                                |                                       | X                            |           |

**Discussion of Checklist Answers:**

a-c) No scenic vistas are identified in the area of the project. This site and surrounding properties are developed with a hospital, office buildings, homes, and attached condominiums. In addition parking, lighting and landscaping are located on the developed site. With the MOB 6 project the office building will be setback approximately 100 feet from Secret Ravine Pw. The project prepared a visual analysis which shows the proposed project will have minimal impacts on visual resources (Attachment 3). In addition, the 20-foot front landscape setback along Secret Ravine Pw. will be maintained. From this analysis staff has concluded that the visual impacts from the parking garage and new Medical Office Building (MOB) will be mitigated by providing adequate setbacks and screened by existing and proposed landscaping.

The City of Roseville has adopted Community Design Guidelines (CDG) with the purpose of minimizing the aesthetic impacts of new development projects. The CDG includes guidelines for building design, site design and landscape design, which have the purpose of improving the built environment. The City's approving authority (Planning Commission) will review the Design Review Permit (DRP) for conformance with City standards and requirements. The project will not result in any new aesthetic impacts beyond those identified in the General Plan EIR.

Light and glare will not increase above the existing condition. Light and glare associated with the proposed project will result from parking garage, parking lot and exterior building lighting. Additional daytime glare could be caused by reflections from windows on buildings and additional automobile windshields. As part of the DRP process, site lighting is reviewed for consistency with the CDG that address aesthetic concerns as well as off-site affects. Sources of light and glare exist along the major roadways and in the project vicinity. Based on the information presented above, impacts associated with the project upon aesthetics are less than significant.

## II. Agricultural & Forestry Resources

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Would the project:

| Environmental Issue  | Potentially Significant Impact | Less Than Significant With Mitigation | Less Than Significant Impact | No Impact |
|--|--------------------------------|---------------------------------------|------------------------------|-----------|
| 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?   |                                |                                       |                              | X         |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?   |                                |                                       |                              | X         |
| 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))? |                                |                                       |                              | X         |
| d) Result in the loss of forest land or conversion of forest land to non-forest use?   |                                |                                       |                              | X         |
| e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?   |                                |                                       |                              | X         |

### Discussion of Checklist Answers:

a-e) No agricultural resources are present on the site and the property does not have an agricultural zoning designation. The site is not considered forest land and the project will not result in the loss of forest land. Therefore, the proposed project will not have an impact on agricultural or forestry resources.

### III. Air Quality and Greenhouse Gases

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

| Environmental Issue  | Potentially Significant Impact | Less Than Significant With Mitigation | Less Than Significant Impact | No Impact |
|--|--------------------------------|---------------------------------------|------------------------------|-----------|
| a) Conflict with or obstruct implementation of the applicable air quality plan?  |                                |                                       | X                            |           |
| b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?   |                                | X                                     |                              |           |
| c) Result in a cumulatively considerable net increase of any criteria for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)? |                                |                                       | X                            |           |
| d) Expose sensitive receptors to substantial pollutant concentrations?   |                                |                                       | X                            |           |
| e) Create objectionable odors affecting a substantial number of people?  |                                |                                       | X                            |           |
| f) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?  |                                |                                       | X                            |           |
| g) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?   |                                |                                       | X                            |           |

#### Discussion of Checklist Answers:

a) The proposed project site is under the jurisdiction of the Placer County Air Pollution Control District (PCAPCD) within the Sacramento Valley Air Basin (SVAB). The SVAB is designated nonattainment for the federal particulate matter 2.5 microns in diameter (PM<sub>2.5</sub>) and the State particulate matter 10 microns in diameter (PM<sub>10</sub>) standards, as well as for both the federal and State ozone standards. In order to address the federal nonattainment for ozone, the PCAPCD, along with other local air districts in the SVAB, is required to comply with and implement the State Implementation Plan (SIP) to demonstrate when and how the region can attain the federal ozone standards. As such, the PCAPCD, along with the other air districts in the region, prepared the *Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan* in December 2008. The California Air Resources Board (CARB) determined that the plan met Clean Air Act (CAA) requirements and approved the plan

on March 26, 2009 as a revision to the SIP. It should be noted that an update to the plan, *2013 Revisions to the Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan* (2013 Ozone Attainment Plan), has been prepared and was approved and adopted on September 26, 2013. The 2013 Ozone Attainment Plan is being submitted to the USEPA as a revision to the SIP.

The 2013 Ozone Attainment Plan demonstrates how existing and new control strategies would provide the necessary future emission reductions to meet the CAA requirements, including the national ambient air quality standards (NAAQS). It should be noted that in addition to strengthening the 8-hour ozone NAAQS, the USEPA also strengthened the secondary 8-hour ozone NAAQS, making the secondary standard identical to the primary standard. The SVAB remains classified as a severe nonattainment area with an attainment deadline of 2027. The USEPA is in the process of preparing the final implementation rule of the revised NAAQS for ozone to address the requirements for reasonable further progress, modeling and attainment demonstrations, and reasonably available control measures (RACT) and reasonably available control technology (RACT). Districts' actions are pending the publication of the final rule. The final rule is anticipated to require an attainment demonstration plan to be submitted in 2015.

A project could be considered to conflict with, or obstruct implementation of the 2013 Ozone Attainment Plan if the project would generate greater emissions than that which was projected for the project site in the emission inventories of the 2013 Ozone Attainment Plan. Emission inventories are developed based on projected increases in population, employment, regional vehicle miles traveled (VMT), and associated area sources within the region, which are based on regional projections that are, in turn, based on the City's General Plan and zoning designations for the region. The proposed project would be located on an existing medical center campus and would consist of medical uses consistent with the existing uses on the site, as well as the land use and zoning designation for the site. In addition, as stated above, development of the medical office building and parking garage is consistent with the Master Plan for the SRMC campus approved by the City in the 2006 conditional use permit for the SRMC. Therefore, the project would be expected to be consistent with emissions inventories within the 2013 Ozone Attainment Plan. In addition, the PCAPCD's permits, rules, and regulations are in compliance with the 2013 Ozone Attainment Plan, and the proposed project is required to comply with all PCAPCD rules and regulations.

General conformity requirements of the Plan include whether a project would cause or contribute to new violations of any NAAQS, increase the frequency or severity of an existing violation of any NAAQS, or delay timely attainment of any NAAQS. As analyzed and determined in the discussions below, the proposed project would not result in emissions that exceed the recommended PCAPCD's thresholds of significance, with the exception of construction-related NO<sub>x</sub> emissions. However, mitigation is provided that would ensure that such impacts would be reduced to less than significant levels. Thus, the project would not cause or contribute to new violations of any NAAQS, increase the frequency or severity of an existing violation of any NAAQS, or delay timely attainment of any NAAQS.

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

b) In order to evaluate ozone and other criteria air pollutant emissions and support attainment goals for those pollutants that the area is designated nonattainment, the PCAPCD recommends significance thresholds for emissions of PM<sub>10</sub>, carbon monoxide (CO), and ozone precursors – reactive organic gases (ROG) and nitrous oxides (NO<sub>x</sub>). The significance thresholds, expressed in pounds per day (lbs/day), listed in Table 1 are the PCAPCD's recommended thresholds of significance for use in the evaluation of air quality impacts associated with proposed development projects. The City of Roseville, as lead agency, utilizes the PCAPCD's recommended project-level criteria air pollutant thresholds of significance for CEQA evaluation purposes. Thus, if the proposed project's emissions exceed the

pollutant thresholds presented in Table 1, the project could have a significant effect on air quality and the attainment of federal and State AAQS.

| <b>Pollutant</b>             | <b>Construction/Operational Threshold<br/>(lbs/day)</b> |
|------------------------------|---|
| ROG                          | 82  |
| NO <sub>x</sub>              | 82  |
| PM <sub>10</sub>             | 82  |
| CO                           | 550   |
| <i>Source: PCAPCD, 2012.</i> |   |

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

Construction Emissions

During construction of the project, various types of equipment and vehicles would temporarily operate on the project site. Construction exhaust emissions would be generated from construction equipment, earth movement activities, construction workers’ commute, and construction material hauling for the entire construction period. The aforementioned activities would involve the use of diesel- and gasoline-powered equipment that would generate emissions of criteria pollutants. Project construction activities also represent sources of fugitive dust, which includes PM emissions. As construction of the proposed project would generate air pollutant emissions intermittently within the site, and in the vicinity of the site, until all construction has been completed, construction is a potential concern because the proposed project is in a nonattainment area for ozone and PM.

The project is required to comply with all PCAPCD rules and regulations for construction, including, but not limited to, the following, which would be noted on City-approved construction plans:

- Rule 202 related to visible emissions;
- Rule 217 related to asphalt paving materials;
- Rule 218 related to architectural coatings; and
- Rule 228 related to fugitive dust.

In addition, the City has adopted construction standards that apply to all projects within the City limits that require projects to meet specific engineering and design requirements. The proposed project would be required to comply with the City Department of Public Works Construction Standards, Section 111, that are intended to minimize fugitive dust and PM<sub>10</sub> emissions during construction activities. Compliance with the engineering and design requirements would be noted on City-approved construction plans as well.

As shown in Table 1 above, the PCAPCD threshold of significance for construction is 82 pounds per day for ROG, NO<sub>x</sub>, and PM<sub>10</sub> and 550 pounds per day for CO. Table 2 below presents the maximum

estimated construction-related emissions of ROG, NO<sub>x</sub>, PM<sub>10</sub>, and CO resulting from the proposed project. CalEEMod inherently accounts for applicable PCAPCD rules, with the exception of Rule 218 related to architectural coatings; accordingly, the modeling was adjusted to reflect that the project would only use low volatile organic compound (VOC) paints per PCAPCD rules and regulations.

|                           | <b>ROG</b> | <b>NO<sub>x</sub></b> | <b>PM<sub>10</sub></b> | <b>CO</b> |
|---------------------------|------------|-----------------------|------------------------|-----------|
| Proposed Project          | 14.84      | 101.67                | 18.36                  | 76.20     |
| PCAPCD Thresholds         | 82.0       | 82.0                  | 82.0                   | 550.0     |
| <b>Exceed Thresholds?</b> | <b>NO</b>  | <b>YES</b>            | <b>NO</b>              | <b>NO</b> |

*Source: CalEEMod, May 2014 (see Appendix).*

As Table 2 indicates, the project's maximum construction-related emissions would be below the applicable thresholds of significance, with the exception of NO<sub>x</sub> emissions. Therefore, construction activities associated with development of the proposed project could contribute to the PCAPCD's nonattainment status for ozone. Because the proposed project would result in construction-related emissions of NO<sub>x</sub> above the PCAPCD's recommended thresholds of significance, the project could result in a potentially significant impact associated with construction emissions.

### Operational Emissions

Operational emissions of ROG, NO<sub>x</sub>, CO, and PM<sub>10</sub> would be generated by the proposed project from both mobile and stationary sources. Day-to-day activities such as future employee and patron vehicle trips to and from the project site would make up the majority of the mobile emissions. Emissions would also occur from area sources such as natural gas combustion from heating mechanisms, landscape maintenance equipment exhaust, and consumer products (e.g., deodorants, cleaning products, spray paint, etc.). When in use, the emergency generator would contribute emissions of NO<sub>x</sub>, CO and PM<sub>10</sub>.

As stated above, the project is required to comply with all PCAPCD rules and regulations, such as those listed previously for construction, as well as those related to operations including Rule 501 associated with Permits to Operate. CalEEMod inherently accounts for applicable PCAPCD rules, with the exception of Rule 218 related to architectural coatings. Accordingly, the modeling was adjusted to reflect that the project would only use low VOC paints per PCAPCD rules and regulations. In addition, the project's proximity to an existing transit stop, anticipated number of new employees, existing network of pedestrian connections, improvements to nearby intersection, and bicycle support features were taken into account during project modeling. Furthermore, according to the traffic consultant, because the project is located on an existing medial campus, trips associated with the proposed project would be less than that of a typical new medical office building. For example the existing surgery center is currently located off-site from the existing SRMC campus; thus, doctors must currently drive back and forth off-campus to the existing surgery center. The proposed project would provide a surgery center on the existing campus, thereby reducing associated doctors' trips. According to the traffic consultant, such internal reduction in trips would result in an overall estimate of a 9.1 percent reduction in average daily vehicle trips associated with the proposed project.<sup>1</sup>

Emissions associated with the proposed emergency generator have been included in the total operational emissions estimated for the project and were calculated based on the assumption that the operation for maintenance and testing of the emergency generator would be limited to 40 hours per year (averaged out to approximately 0.11 hours per day). The generator is anticipated to be a 317

<sup>1</sup> Fehr & Peers. Personal communication with John Gard, Principal. May 27, 2014.

horsepower (hp) diesel generator with a 200 kilowatt power rating. The emission factors utilized to calculate the emissions of NO<sub>x</sub>, CO and PM<sub>10</sub> associated with the generator are as follows:

- 3.0 grams/hp-hr for NO<sub>x</sub>;
- 0.15 grams/hp-hr for PM<sub>10</sub>; and
- 2.6 grams/hp-hr for CO.

The total estimated operational emissions for the proposed project are presented below in Table 3.

| <b>Table 3</b>  |            |                       |                        |           |
|---|------------|-----------------------|------------------------|-----------|
| <b>Unmitigated Maximum Project Operational Emissions</b>  |            |                       |                        |           |
|   | <b>ROG</b> | <b>NO<sub>x</sub></b> | <b>PM<sub>10</sub></b> | <b>CO</b> |
| Proposed Project <sup>1</sup>   | 10.94      | 16.72                 | 6.49                   | 75.29     |
| Emergency Generator <sup>2</sup>  | 0.005      | 0.23                  | 0.01                   | 0.20      |
| Total Operational Emissions   | 10.95      | 16.95                 | 6.50                   | 75.49     |
| PCAPCD Thresholds   | 82.0       | 82.0                  | 82.0                   | 550.0     |
| <b>Exceed Thresholds?</b>   | <b>NO</b>  | <b>NO</b>             | <b>NO</b>              | <b>NO</b> |
| <sup>1</sup> CalEEMod, May 2014 (see Appendix).   |            |                       |                        |           |
| <sup>2</sup> Based on emission factors provided by the PCAPCD (personal communications with Angel Green, May 15, 2014). |            |                       |                        |           |

As indicated in Table 3, the project’s operational emissions would be well below the PCAPCD’s recommended thresholds. Accordingly, the project would not substantially contribute to the PCAPCD’s nonattainment status of ozone or PM, and related impacts would be considered less than significant. In addition, it should be noted that a permit would be required to be obtained by the PCAPCD for operation of the emergency generator, which would help to ensure that the associated emissions are monitored and regulated. Furthermore, as discussed above, the proposed project includes a variety of sustainability features and inherent site location features that would contribute to a reduction in overall project-related emissions.

Conclusion

The proposed project would not exceed the applicable thresholds of significance for air pollutant emissions during construction or operation, with the exception of construction-related NO<sub>x</sub> emissions. Therefore, the project could contribute to the PCAPCD’s nonattainment status for ozone. Accordingly, implementation of the proposed project could result in a potentially significant impact associated with construction-related NO<sub>x</sub> emissions.

Mitigation Measure(s)

Implementation of the following mitigation measure would reduce the proposed project’s construction-related NO<sub>x</sub> emissions from 101.67 lbs/day to 81.34 lbs/day, which, as shown in Table 4, would be below the recommended threshold of significance of 82 lbs/day. Thus, implementation of the following mitigation measure would reduce the above impact to a less-than-significant level.

| <b>Table 4</b>   |                       |
|--|-----------------------|
| <b>Mitigated Maximum Project Operational Emissions</b> |                       |
|  | <b>NO<sub>x</sub></b> |
| Proposed Project Unmitigated                           | 101.67                |
| Proposed Project Mitigated                             | 81.34                 |
| PCAPCD Thresholds                                      | 82.0                  |
| <b>Still Exceeds Threshold?</b>                        | <b>NO</b>             |

**Mitigation Measure 1:** *Prior to approval of any grading or improvement plans, whichever occurs first, the applicant shall provide a written calculation to the City Engineer for approval demonstrating that heavy-duty (greater than 50 horsepower) off-road vehicles to be used in the construction of the project, including owned, leased, and subcontractor vehicles, shall achieve a project-wide fleet-average of 20 percent of NO<sub>x</sub> reduction as compared to CARB statewide fleet average emissions. Acceptable options for reducing emissions may include use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available. The Construction Emissions Mitigation calculator (available at [www.airquality.org/ceqa/ConstructionEmissionsMitigationCalculator\\_v6\\_2012Jan.xls](http://www.airquality.org/ceqa/ConstructionEmissionsMitigationCalculator_v6_2012Jan.xls)) shall be used to calculate compliance with this mitigation measure.*

c) To aid in determining an individual project’s cumulative contribution to regional air quality, the PCAPCD recommends a 10 pounds per day emissions level for ROG and NO<sub>x</sub> at which a project would be considered to potentially result in a significant incremental cumulative contribution. It should be noted that the PCAPCD’s *CEQA Air Quality Handbook* does not recommend cumulative thresholds for PM<sub>10</sub> emissions or address a preferred methodology for cumulative impact determinations made consistent with CEQA Guidelines Section 15064(h)(3).

The City, as lead agency, prefers to rely on a two-tier criteria pollutant cumulative analysis methodology similar to that adopted by the Sacramento Metropolitan Air Quality Management District (SMAQMD) as outlined in the *SMAQMD Guide to Air Quality Assessment in Sacramento County*. That is, if a project would not result in significant project-level criteria air pollutant emissions for which the region is designated non-attainment (i.e., exceed the PCAPCD recommended project-level threshold of 82 lbs/day for ROG or NO<sub>x</sub>), project emissions would not be considered cumulatively considerable and would result in a less-than-significant cumulative impact. However, should a project exceed the thresholds, a Tier 2 evaluation is conducted to determine SIP consistency to determine if a substantial lessening of impact would occur in accordance with CEQA Guidelines Section 15064(h)(3). Under the Tier 2 analysis, projects found consistent with the SIP and which would not conflict with the SIP emissions budget are considered less than cumulatively considerable. The City finds the above methodology appropriate to Roseville projects considering the City is located within the SVAB, the same air basin where the above methodology is utilized by numerous CEQA lead agencies with concurrence and support from the SMAQMD.

Tier 1: Cumulative Emissions Threshold

As shown in Table 3 above, the project’s operational emissions are predicted to be well below the City’s recognized project-level threshold and, therefore, would not result in a substantial cumulative contribution of criteria air pollutants. As such, the cumulative impact is found to be less than significant based on the City’s Tier 1 threshold evaluation methodology. Given this finding, a Tier 2 evaluation is not required. In addition, the proposed project includes a variety of sustainability features and inherent site location features that would contribute to a reduction in overall project-related emissions.

As a result, the City, as lead agency, has determined that the project would not result in emissions that exceed the City’s recognized cumulative impact significance criteria. Because the proposed project is

consistent and would not conflict with or obstruct implementation of the 2013 Ozone Attainment Plan, and because the 2013 Ozone Attainment Plan has been shown to substantially lessen cumulative emissions from land use projects, according to CEQA Section 15064(h)(3), the project's incremental contribution to regional emissions would not be cumulatively considerable. Therefore under either analysis scenario, the proposed project would result in a less than significant cumulative impact to air quality.

d) The proposed project includes the development of a new medical office building and parking garage on an existing medical center campus. As presented above, CO emissions were determined to be below thresholds during both construction and operation of the proposed project. Emissions of CO result from the incomplete combustion of carbon-containing fuels such as gasoline or wood and are particularly related to traffic levels. As older, more polluting vehicles are retired and replaced with newer, cleaner vehicles, the overall rate of CO emissions for the vehicle fleet throughout the State has been, and is expected to continue, decreasing. Therefore, emissions of CO would likely decrease from the levels presented above over the lifetime of the project. However, elevated localized concentrations of CO warrant consideration due to the severe effect on human health in concentrated amounts. Occurrences of localized CO concentrations are often associated with heavy traffic congestion, which most frequently occur at signalized intersections of high-volume roadways.

The PCAPCD has established screening criteria for whether or not a project would cause a potential CO hotspot on any given intersection. According to the PCAPCD, if a project would result in either of the following, the project could potentially result in localized CO impacts:

- A traffic study for the project indicates that the peak-hour Level of Service (LOS) at one or more intersections (both signalized and non-signalized) in the project vicinity will be degraded from an acceptable LOS (e.g., A, B, or C) to an unacceptable LOS (e.g., LOS D, E or F); or
- A traffic study indicates that the project will substantially worsen an already existing unacceptable peak-hour LOS at one or more intersections in the project vicinity. "Substantially worsen" includes situations where delay would increase by 10 seconds or more when project-generated traffic is included.

According to the Traffic Impact Study prepared for the proposed project, the addition of project trips in conjunction with the recently approved (but not yet constructed) Life Time Fitness Center and Agora retail developments would, with mitigation, not cause any nearby intersections currently operating at LOS A, B, or C to degrade to LOS D, E or F. It should be noted that the Traffic Impact Study identified that the East Roseville Parkway/Secret Ravine Parkway intersection would degrade from LOS C to LOS D during the PM peak hour; however, implementation of the recommended mitigation measure for the project included in the Traffic Impact Study (i.e., modifying the signal timings on East Roseville Parkway at Secret Ravine Parkway, North Sunrise Avenue, and Taylor Road to provide additional green time to the westbound movements at each intersection) would restore operations at the East Roseville Parkway intersection to LOS C. All study intersections currently operate at acceptable levels and the project would not worsen any already existing unacceptable peak-hour LOS. Thus, per the PCAPCD screening criteria presented above, the project would not result in any substantial levels of localized CO emissions at any affected intersection or generate localized concentrations of CO that would exceed standards, and further CO analysis would not be required.

In addition to localized CO, Toxic Air Contaminants (TACs) are a category of environmental concern as well. The CARB's *Air Quality and Land Use Handbook: A Community Health Perspective* (Handbook) provides recommendations for siting new sensitive land uses near sources typically associated with significant levels of TAC emissions, including, but not limited to, freeways and high traffic roads, distribution centers, and rail yards. The CARB has identified diesel particulate matter (DPM) from diesel-fueled engines as a TAC; thus, high volume freeways, stationary diesel engines, and facilities attracting heavy and constant diesel vehicle traffic are identified as having the highest associated

health risks from DPM. Health risks from TACs are a function of both the concentration of emissions and the duration of exposure. Health-related risks associated with DPM in particular are primarily associated with long-term exposure and associated risk of contracting cancer.

The project does not involve long-term operation of any stationary diesel engine or other major on-site stationary source of TACs, with the exception of the new stationary diesel emergency generator to the site, for which a permit from the PCAPCD would be required to be obtained for operation. Per the permit, the generator would be regulated and monitored to ensure any associated emissions are under specified limitations. In addition, the generator is intended to be used only for emergency situations in order to serve the surgery center proposed for the first floor of the medical office building and provide continuous power operation during utility power outages, as required by the California Building Code. As such, the generator would not be used regularly and, per the permit, would be limited to a maximum operation time for maintenance and testing of 40 hours per year. Therefore, the emergency generator would not be associated with any substantial pollutant concentrations and would not expose sensitive receptors to such.

Construction activities have the potential to generate DPM emissions related to the number and types of equipment typically associated with construction. Off-road heavy-duty diesel equipment used for site grading, paving, and other construction activities result in the generation of DPM. The surrounding SRMC campus would be considered the nearest existing sensitive receptors to the project site and could become exposed to DPM emission from the site during construction activities. However, construction is temporary and occurs over a relatively short duration in comparison to the operational lifetime of the proposed project.

In addition, operation of construction equipment would be regulated and would likely occur intermittently throughout the course of a day. Thus, the likelihood that any one sensitive receptor would be exposed to high concentrations of DPM for any extended period of time would be very low. Because health risks associated with exposure to DPM or any TAC are correlated with high concentrations over a long period of exposure (e.g., over a 70-year lifetime), the temporary, intermittent construction-related DPM emissions would not be expected to cause any health risks to nearby sensitive receptors. Thus, construction of the proposed project would not expose any nearby existing sensitive receptors to substantial concentrations of TACs.

The project site is located nearly half a mile, approximately 2,500 feet, east of the Union Pacific Railroad (UPRR) tracks on the opposite side of I-80. The tracks are utilized solely for passing trains that do not idle at that location. Due to the lack of idling trains, CARB does not consider train tracks to be a significant source of TAC emissions; however, rail yards are considered a significant source of TACs by CARB due to the substantial amount of trains and idling. The project site is located over two miles northeast of the nearest rail yard and is outside of the DPM isotopes associated with the rail yard emissions. Therefore, the project would not be affected by DPM emissions associated with a rail yard.

The CARB, per its Handbook, recommends the evaluation of emissions when freeways are within 500 feet of sensitive receptors. Any project placing sensitive receptors within 500 feet of a major roadway or freeway may have the potential to expose those receptors to DPM. The project site is located approximately 1,400 feet from I-80. Consequently, the proposed project would not be expected to expose any sensitive receptors to a significant increase in individual cancer risk from DPM, and a detailed, site-specific health risk assessment is not warranted.

In conclusion, the proposed project would not expose any sensitive receptors to substantial concentrations of any pollutants. Therefore, impacts related to exposing sensitive receptors to substantial pollutant concentrations would be less than significant.

e) According to the CARB's Handbook, some of the most common sources of odor complaints received by local air districts are sewage treatment plants, landfills, recycling facilities, waste transfer stations,

petroleum refineries, biomass operations, autobody shops, coating operations, fiberglass manufacturing, foundries, rendering plants, and livestock operations. The project site is located in a commercial and residential area and is not located near any land use associated with the aforementioned operations. Commercial and residential uses are not typically associated with the creation of objectionable odors. Similarly, hospital uses are not typically associated with objectionable odors; thus, the project would not introduce any new sources of potential objectionable odors.

Diesel fumes from construction equipment and delivery trucks are often found to be objectionable; however, as discussed above, construction is temporary and diesel emissions would be minimal and regulated through compliance with the PCAPCD's rules and regulations. Emissions of DPM from the nearby freeway could result in objectionable odor; however, as presented above, due to the buffer distance between the freeway and the project site, the odors associated with DPM emissions from nearby freeway traffic would not be expected to affect sensitive receptors associated with the project. In addition, the nearest rail yard is located over two miles from the project site. Accordingly, odors due to DPM from the rail yards would not affect any persons at the project site. Thus, odors related to DPM would not be expected to be considerable or affect a substantial number of people.

Therefore, the proposed project would not create objectionable odors that would affect a substantial number of people, and a less than significant impact would occur.

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

In September 2006, then-Governor Arnold Schwarzenegger signed Assembly Bill (AB) 32, which requires that statewide GHG emissions be reduced to 1990 levels by the year 2020. AB 32 delegated the authority for implementation to CARB and directs CARB to enforce the statewide cap. In accordance with AB 32, CARB prepared the *Climate Change Scoping Plan* (Scoping Plan) for California, which was approved in 2008. The Scoping Plan provides the outline for actions to reduce California's GHG emissions. Based on the reduction goals called for in the 2008 Scoping Plan, a 29 percent reduction in GHG levels relative to a Business As Usual (BAU) scenario would be required to meet 1990 levels by 2020. A BAU scenario is a baseline condition based on what could or would occur on a particular site in the year 2020 without implementation of a proposed project or any required or voluntary GHG reduction measures. A project's BAU scenario is project and site-specific, and varies from project to project. For example, if a project is proposed on a site that has existing operations that are currently emitting GHGs, the current GHG emissions would be the baseline or BAU condition and would be compared to the proposed project's GHG emissions (i.e., the BAU levels would be subtracted from the proposed project levels in order to determine the project's net change in GHG emissions).

In 2011, the baseline or BAU level for the Scoping Plan was revised to account for the economic downturn and State regulation emission reductions (i.e., Pavley, Low Carbon Fuel Standard [LCFS], and Renewable Portfolio Standard [RPS]). The BAU condition is project as well as site-specific and, therefore, varies from project to project. The BAU scenario is based on what could or would occur on a particular site in the year 2020 without implementation of a proposed project or consideration of any State regulation emission reductions or voluntary GHG reduction measures. Accordingly, the Scoping Plan emission reduction target from BAU levels required to meet 1990 levels by 2020 was modified from 29 percent to 21 percent (where BAU emissions are based on a 2010 baseline). The amended Scoping Plan was re-approved [August 24, 2011](#).

The PCAPCD recommends that the threshold of significance for GHG emissions selected by lead agencies be related to compliance with AB 32 reduction goals. Thus, in accordance with the reduction

goals set forth in CARB's amended Scoping Plan, the PCAPCD recommends a quantitative GHG analysis for development projects in order to demonstrate that a project would promote sustainability and implement operational GHG emission reduction strategies that would reduce GHG emissions to meet the Statewide emission reduction target for GHG of 21 percent (where BAU levels are based on 2010 levels).<sup>2</sup> In accordance with CARB and PCAPCD recommendations, the City of Roseville, as lead agency, utilizes a threshold of a 21 percent reduction from BAU levels, where BAU levels are based on 2010 levels, compared to a project's estimated 2020 levels. Therefore, if the proposed project does not show a 21 percent reduction of project-related GHG emissions between BAU levels and estimated 2020 levels, the project would be considered to result in a cumulatively considerable contribution to global climate change.

GHG emission reduction measures could include, but are not limited to, compliance with local, State, or federal plans or strategies for GHG reductions, on-site and off-site mitigation recommendations from the Office of the Attorney General, and project design features. It should be noted that the proposed project would be required to comply with the minimum mandated measures of the CALGreen Code, which includes such measures as a 20 percent mandatory reduction in indoor water use and diversion of 50 percent of construction waste from landfills.

Implementation of the proposed project along with other past, present, and reasonably foreseeable future projects would contribute to increases of GHG emissions that are associated with global climate change. Estimated GHG emissions attributable to future development would be primarily associated with increases of CO<sub>2</sub> and other GHG pollutants, such as methane (CH<sub>4</sub>) and nitrous oxide (N<sub>2</sub>O), from mobile sources and utility usage. The proposed project's short-term construction-related and long-term operational GHG emissions were estimated using the CalEEMod software. The model quantifies direct GHG emissions from construction and operation (including vehicle use), as well as indirect GHG emissions, such as GHG emissions from energy use, solid waste disposal, and water use. Emissions are expressed in annual metric tons of CO<sub>2</sub> equivalent units of measure (i.e., MTCO<sub>2</sub>e), based on the global warming potential of the individual pollutants.

It should be noted that construction-related GHG emissions are a one-time release and are, therefore, not typically expected to generate a significant contribution to global climate change, as global climate change is inherently a cumulative effect that occurs over a long period of time and is quantified on a yearly basis. However, the proposed project's construction GHG emissions have been amortized over the lifetime of the project, which is assumed for this analysis to be 25 years<sup>3</sup>, and included in the annual operational GHG emissions in order to present a conservative long-term analysis.

According to CalEEMod, the proposed project would result in annual GHG emissions, including amortized construction emissions, by 2020 as presented in Table 5. It should be noted that the modeling was adjusted to reflect the project's use of only low VOC paints per PCAPCD rules and regulations. In addition, the project's sustainable design features and inherent site features, including the project's proximity to an existing transit stop, anticipated number of new employees, existing network of pedestrian connections, improvements to nearby intersection, and bicycle support features were taken into account during project modeling (a list of project features assumed in the modeling is included in the Appendix). Furthermore, as discussed previously, the project's location on an existing medical campus would result in an overall estimated 9.1 percent reduction in average daily vehicle trips

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<sup>2</sup> PCAPCD. Personal communications with Angel Green. November 8, 2012.

<sup>3</sup> The PCAPCD does not recommend any specific operational lifetimes for use in amortizing construction-related GHG emissions; however, the SMAQMD, per its *Guide to Air Quality Assessment in Sacramento County*, suggests an operational lifetime for a new conventional commercial building of 25 years. The estimates are derived from the State of California Executive Order D-16-00 and US Green Building Council's October 2003 report on *The Costs and Financial Benefits of Green Buildings*.

associated with the proposed project.<sup>4</sup> It should be noted that CalEEMod does not have an option for the application of a cool roof; thus, an off-model calculation for the reduction of GHG emissions associated with implementation of the cool roof was performed based on the California Air Pollution Control Officers Association (CAPCOA) document *Quantifying Greenhouse Gas Mitigation Measures*.<sup>5</sup>

| <b>Table 5<br/>Unmitigated Project (2020) GHG Emissions</b>   |  |
|---|--|
| <b>Emission Source</b>  | <b>Annual GHG Emissions (MTCO<sub>2</sub>e/yr)</b> |
| Construction Emissions <sup>1</sup>   | 16.52  |
| Operational Emissions   | 1,493.31   |
| Area  | 0.01   |
| Energy  | 257.49   |
| Mobile  | 920.63   |
| Solid Waste   | 294.79   |
| Water   | 20.41  |
| Off-Model Calculation for GHG Emission Reduction Due to Cool Roof <sup>2</sup>  | -2.01  |
| <b>TOTAL ANNUAL GHG EMISSIONS</b>   | <b>1,507.82</b>                                    |
| <sup>1</sup> Amortized total construction emissions (412.91 MTCO <sub>2</sub> e) over the anticipated 25-year lifetime of the project (412.91 MTCO <sub>2</sub> e / 25 years = 16.52 MTCO <sub>2</sub> e/yr).   |  |
| <sup>2</sup> GHG Emission Reduction = (roof square footage x electricity savings x utility carbon intensity), where electricity savings assumed to be 3kWh/m <sup>2</sup> of rooftop and Roseville Electric carbon intensity assumed to be 0.79380 lbs/kWh. |  |
| <i>Source: CalEEMod, May 2014 (see Appendix).</i>   |  |

The threshold of significance utilized by the City requires a minimum GHG emission reduction of 21 percent from what the project would have emitted under a BAU scenario, where BAU levels are based on 2010 emissions. Thus, the project's BAU emission levels were evaluated in order to determine the net change in the proposed project's GHG emissions over time. For the project BAU modeling, the same land use, trip generation rates, and features of the project, with the exception of those features that would not necessarily be inherent under a BAU scenario (e.g., number of anticipated employees, reduction in trips, improvements to nearby intersection, water conservation features, bicycle support features, and cool roof), were applied for the operational year 2010. The BAU GHG emissions were estimated as presented in Table 6 below.

| <b>Table 6<br/>BAU GHG Emissions</b>  |  |
|---|--|
| <b>Emission Source</b>  | <b>Annual GHG Emissions (MTCO<sub>2</sub>e/yr)</b> |
| Construction Emissions <sup>1</sup>   | 16.52  |
| Operational Emissions   | 1,939.71   |
| Area  | 0.01   |
| Energy  | 305.67   |
| Mobile  | 1,316.19   |
| Solid Waste   | 294.79   |
| Water   | 23.05  |
| <b>TOTAL ANNUAL GHG EMISSIONS</b>   | <b>1,956.23</b>                                    |
| <sup>1</sup> Amortized total construction emissions (412.91 MTCO <sub>2</sub> e) over the anticipated 25- |  |

<sup>4</sup> Fehr & Peers. Personal communication with John Gard, Principal. May 27, 2014.

<sup>5</sup> California Air Pollution Control Officers Association. *Quantifying Greenhouse Gas Mitigation Measures*. August 2010. (see Measure 10.1.5, Implement Strategies to Reduce Urban Heat-Island Effect)

year lifetime of the project (412.91 MTCO<sub>2</sub>e / 25 years = 16.52 MTCO<sub>2</sub>e/yr).  
*Source: CalEEMod, May 2014 (see Appendix).*

Consequently, the proposed project would result in approximately a 22.92 percent reduction in annual GHG emissions from the BAU level by 2020, as presented in Table 7 ([1,956.23 MTCO<sub>2</sub>e – 1,507.82 MTCO<sub>2</sub>e] / 1,956.23 MTCO<sub>2</sub>e x 100% = 22.92%). The reduction in GHG emissions would primarily be attributable to the advancement of vehicle and equipment efficiency, as well as more stringent standards and regulations as time progresses. It should be noted that although a reduction related to such attributes would occur for every development project, CalEEMod takes into consideration how much of each attribute is applied for each specific project based on the size of the project and associated land uses. As shown in the table, the proposed project would meet the minimum GHG emission reduction requirement utilized by the City of 21 percent by 2020 compared to BAU levels.

| <b>Table 7<br/>Unmitigated GHG Reductions</b>  |  |
|--|--|
|  | <b>Annual GHG Emissions (MTCO<sub>2</sub>e/yr)</b> |
| Total BAU  | 1,956.23   |
| Total Proposed Project Year 2020   | 1,507.82   |
| Total Reduction from BAU by 2020   | 448.41   |
| <b>PERCENT REDUCTION<sup>1</sup></b>   | <b>22.92%</b>                                      |
| <sup>1</sup> Percent reduction of project GHG emissions from BAU levels by 2020 (see calculation in text above). |  |

Even under a conservative analysis, where construction GHG emissions are amortized over the lifetime of the project and incorporated into the estimated annual operational GHG emissions, the overall annual GHG emissions associated with the project would still be reduced by over 21 percent by the year 2020. It should be noted that the actual annual emissions of the project would be less than presented above, due to the one-time release of construction-related GHG emissions. Because the project would meet the City’s 21 percent minimum reduction threshold, the project would not be expected to hinder the State’s ability to reach the GHG reduction target or conflict with an applicable plan, policy, or regulation related to GHG reduction. Therefore, impacts related to GHG emissions and global climate change would be considered less than significant.

#### IV. Biological Resources

Would the project:

| Environmental Issue   | Potentially Significant Impact | Less Than Significant With Mitigation | Less Than Significant Impact | No Impact |
|---|--------------------------------|---------------------------------------|------------------------------|-----------|
| 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? |                                |                                       |                              | X         |
| b) Have a substantial adverse effect  |                                |                                       |                              | X         |

| Environmental Issue  | Potentially Significant Impact | Less Than Significant With Mitigation | Less Than Significant Impact | No Impact |
|--|--------------------------------|---------------------------------------|------------------------------|-----------|
| 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, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? |                                |                                       |                              | X         |
| 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?                                   |                                |                                       |                              | X         |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?  |                                |                                       |                              | X         |
| 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?   |                                |                                       |                              | X         |

**Discussion of Checklist Answers:**

The project site is completely developed with office buildings, site parking and landscaping. No natural resources exist on the subject property; therefore, no impacts to biological resources are expected.

**V. Cultural Resources**

Would the project:

| Environmental Issue            | Potentially Significant Impact | Less Than Significant With Mitigation | Less Than Significant Impact | No Impact |
|--------------------------------|--------------------------------|---------------------------------------|------------------------------|-----------|
| a) Cause a substantial adverse |                                |                                       | X                            |           |

| Environmental Issue  | Potentially Significant Impact | Less Than Significant With Mitigation | Less Than Significant Impact | No Impact |
|--|--------------------------------|---------------------------------------|------------------------------|-----------|
| change in the significance of a historic 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? |                                |                                       | X                            |           |
| c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?              |                                |                                       | X                            |           |
| d) Disturb any human remains, including those interred outside of formal cemeteries?                                 |                                |                                       | X                            |           |

**Discussion of Checklist Answers:**

The project will involve grading activities that include building foundations and parking lot reconfiguration. CEQA Guidelines Section 15064.5, subdivision (e), requires that excavation activities be stopped whenever potential resources are uncovered. Should human remains be found, the county coroner shall be called in to assess the remains. If the county coroner determines that the remains are those of Native Americans, the Native American Heritage Commission must be contacted within 24 hours. At that time, the lead agency must consult with the appropriate Native Americans, if any, as timely identified by the Native American Heritage Commission. Section 15064.5 directs the lead agency (or applicant), under certain circumstances, to develop an agreement with the Native Americans for the treatment and disposition of the remains. If archaeological artifacts are found, work shall cease and a qualified archaeologist shall be called in. As with archaeological artifacts, the site could contain unique types of invertebrate (marine), plant, or vertebrate fossils or other resources of paleontological value. These resources could be damaged or destroyed during site preparation. Therefore, should any fossils be discovered during excavation or grading, all work shall cease and would not be permitted to resume until a qualified paleontologist is retained to review the find, and the paleontologist’s recommendation for recordation and, if appropriate, preservation of the find have been implemented. The project will be conditioned to adhere to the General Plan EIR mitigation measures that require, in the event of a discovery of buried archeological or historic deposits, project activity in the vicinity to be halted until a qualified archeologist can assess the resources and provide management. Impacts to potential cultural resources are therefore considered to be less than significant.

**VI. Geology and Soils**

Would the project:

| Environmental Issue  | Potentially Significant Impact | Less Than Significant With Mitigation | Less Than Significant Impact | No Impact |
|--|--------------------------------|---------------------------------------|------------------------------|-----------|
| a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: |                                |                                       | X                            |           |
| i) Rupture of a known earthquake   |                                |                                       | X                            |           |

| Environmental Issue   | Potentially Significant Impact | Less Than Significant With Mitigation | Less Than Significant Impact | No Impact |
|---|--------------------------------|---------------------------------------|------------------------------|-----------|
| 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 ground shaking?  |                                |                                       | X                            |           |
| iii) Seismic-related ground failure, including liquefaction?  |                                |                                       | X                            |           |
| iv) Landslides?   |                                |                                       | X                            |           |
| b) Result in substantial soil erosion or the loss of topsoil?   |                                |                                       | X                            |           |
| c) Be located in a geological 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?                    |                                |                                       | X                            |           |
| d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?  |                                |                                       | X                            |           |
| e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?  |                                |                                       |                              | X         |

**Discussion of Checklist Answers:**

a) The project may expose people or structures to potential substantial adverse effects involving seismic shaking, ground failure or landslides.

*i-iii)* The project site is located in Roseville which is in Placer County. The California Department of Mines and Geology classifies the South Placer area as a low severity earthquake zone. No active faults are known to exist within the County. The project site is considered to have low seismic risk with respect to faulting, ground shaking, seismically related ground failure and liquefaction. The risk associated with rupture of a known earthquake fault or seismic related ground failure to new structures is low and therefore the impact is less than significant.

*iv)* Landslides typically occur where soils on steep slopes become saturated or where natural or manmade conditions have taken away supporting structures and vegetation. The existing and proposed slopes are not steep enough to present a hazard during development or upon completion of the project. In addition, during construction, measures would be incorporated to shore slopes and prevent potential earth movement. Therefore, impacts associated with landslides are considered less than significant.

- b) Grading activities will result in the disruption, displacement, compaction and over covering of soils associated with site preparation (grading and trenching for utilities). Grading activities for the project will be limited to the project site.

Grading activities require a grading permit from the Engineering Division of the Public Works Department. The grading permit will be reviewed for compliance with the City’s Improvement Standards, including the provision of proper drainage, appropriate dust control and erosion control measures. Grading and erosion control measures will be incorporated into the required grading plans.

- c-d) The project site is not located in a sensitive geologic area and does not expose people to potential geologic impacts. Additionally, the Roseville General Plan finds such impacts to be less than significant since new buildings and structures are required to comply with all applicable building codes. A soil report is required with the submittal of the improvement plans. The City of Roseville Building Department will review construction plans before a building permit is issued and the Engineering Division will review and approve all rough grading plans to ensure that all grading and structures would withstand shrink-swell potentials and earthquake activity in this area.
- e) A General Plan Policy requires that new development connect to the City’s sanitary sewer system. The City’s Environmental Utilities Department has reviewed the project and determined that City’s sanitary sewer system can accommodate the project. No septic tanks will be permitted as part of the project. Therefore, no impact to soils relative to supporting use of septic tanks would occur.

Impacts to the geology and soils on site are considered to be less than significant.

**VII. Hazards and Hazardous Materials**

Would the project:

| Environmental Issue   | Potentially Significant Impact | Less Than Significant With Mitigation | Less Than Significant Impact | No Impact |
|---|--------------------------------|---------------------------------------|------------------------------|-----------|
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?   |                                |                                       | X                            |           |
| 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? |                                |                                       |                              | X         |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?                                 |                                |                                       |                              | X         |
| d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section   |                                |                                       |                              | X         |

| Environmental Issue  | Potentially Significant Impact | Less Than Significant With Mitigation | Less Than Significant Impact | No Impact |
|--|--------------------------------|---------------------------------------|------------------------------|-----------|
| 65962.5 and, as a result, would it create a significant hazard to the public or the environment?   |                                |                                       |                              |           |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? |                                |                                       |                              | X         |
| f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing in the project area?   |                                |                                       | X                            |           |
| g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?  |                                |                                       | X                            |           |
| 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?   |                                |                                       |                              | X         |

**Discussion of Checklist Answers:**

The Roseville Hospital replacement EIRs evaluated the hazardous materials impacts of development of a medical campus on the site. It was noted that hospitals typically involve the use and storage of hazardous materials. The California Health and Safety Code, and local City Ordinances regulate the handling, storage and transportation of hazardous and toxic materials. These conditions would require the following programs:

- A Risk Management and Prevention Program (RMPP) shall be required of uses that handle toxic and/or hazardous materials in quantities regulated by the California Health and Safety Code and/or the City.
- Businesses that handle toxic or hazardous materials shall complete a Hazardous Materials Management Program (HMMP) pursuant to local, State, or Federal requirements.

Based on this information, potential impacts associated with hazardous materials are expected to be less than significant.

The project is not located within an airport land use plan area, no airports are located within two miles of the project site, and the project site is not located within the vicinity of a private airstrip. There is a private helistop pad for trauma center patients atop of the current parking garage located in the center of the Sutter campus. The proposed parking garage will be located approximately 400 feet from the helistop and will not impact the flight path of helicopters into the Sutter campus. No impact would occur.

This project is located within an area currently receiving City emergency services. Fire Station 6 is located less than 1/4 mile from the property and would be able to serve the site within the City's standard response time. The project will not increase the demand for emergency services beyond that identified in the General Plan EIR, and therefore will have a less than significant impact to the City's Emergency Response or Management Plans.

### VIII. Hydrology and Water Quality

Would the project:

| Environmental Issue   | Potentially Significant Impact | Less Than Significant With Mitigation | Less Than Significant Impact | No Impact |
|---|--------------------------------|---------------------------------------|------------------------------|-----------|
| a) Violate any water quality standards or waste discharge requirements?   |                                |                                       | X                            |           |
| b) 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 (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? |                                |                                       | X                            |           |
| 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 which would result in substantial erosion or siltation on- or off-site?  |                                |                                       | X                            |           |
| 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 which would result in flooding on- or off-site?   |                                |                                       | X                            |           |
| e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted water?  |                                |                                       | X                            |           |
| f) Otherwise substantially degrade water quality?   |                                |                                       | X                            |           |
| g) Place housing within a 100-year  |                                |                                       |                              | X         |

| Environmental Issue  | Potentially Significant Impact | Less Than Significant With Mitigation | Less Than Significant Impact | No Impact |
|--|--------------------------------|---------------------------------------|------------------------------|-----------|
| flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?                                  |                                |                                       |                              |           |
| h) Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?   |                                |                                       |                              | X         |
| 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? |                                |                                       |                              | X         |
| j) Inundation by seiche, tsunami, or mudflow?  |                                |                                       |                              | X         |

**Discussion of Checklist Answers:**

Development of the site will not result in any significant water-related impacts. Construction of the proposed project and over covering of the site with paving will have a minor effect on the absorption rate of water on-site; however, the project is already mostly paved with parking areas and the project will include a drainage system designed in accordance with the City’s improvement standards which will adequately handle on-site drainage associated with the development of the property. Prior to the approval of the Improvement Plans, the developer shall prepare and submit a Storm Water Pollution Prevention Plan (SWPPP) to the City, as defined by the Regional Water Quality Control Board, to ensure that the project will not result in the release of materials that will affect water quality.

A grading permit, with associated mitigation measures for dust control, will be required before construction starts. There may be minor amounts of wind and/or water erosion associated with construction of the facility. Standard erosion control measures will be required during construction. Additionally, measures to protect water quality will be taken as determined by the Soil Management Plan and Health and Safety Plan required by DTSC prior to any grading or construction on site.

No groundwater withdrawal is proposed. The proposed project will have no effect on groundwater supplies. Seiches and tsunamis are seismically induced large waves of water. Because there are no large bodies of water nearby, the threat of seiche and tsunamis is non-existent. Similarly, mudflows are not a concern in Placer County. Therefore, based on the soil types found in Placer County, the proposed project would have no impact relative to inundation by seiche, tsunami or mudflow.

Based on the information provided above, impacts regarding hydrology and water quality are considered less than significant.

**IX. Land Use and Planning**

Would the project:

| Environmental Issue | Potentially Significant Impact | Less Than Significant With Mitigation | Less Than Significant Impact | No Impact |
|---------------------|--------------------------------|---------------------------------------|------------------------------|-----------|
|                     |                                |                                       |                              |           |

| <b>Environmental Issue</b>  | <b>Potentially Significant Impact</b> | <b>Less Than Significant With Mitigation</b> | <b>Less Than Significant Impact</b> | <b>No Impact</b> |
|---|---------------------------------------|--|-------------------------------------|------------------|
| a) Physically divide an established community?  |                                       |  |                                     | X                |
| b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? |                                       |  |                                     | X                |
| c) Conflict with any applicable habitat conservation plan or natural community conservation plan?   |                                       |  |                                     | X                |

**Discussion of Checklist Answers:**

The property is zoned Planned Development 457 for a Medical Campus with a General Plan and Specific Plan land use designation of Business Professional. The proposed use as a medical office building and parking garage is consistent with the zoning designation. In addition the project is also consistent with the Conditional Use Permit that was approved in 2006 for the medical campus expansion. Those approvals had a medical office building and parking garage in the same general location of the campus. As such, the project is considered to be consistent with the zoning designation.

There are no Habitat Conservation Plans or Natural Community Conservation Plans covering the project site. The project will have no impact on habitat conservation or natural community conservation plans.

**X. Mineral Resources**

Would the project:

| <b>Environmental Issue</b>  | <b>Potentially Significant Impact</b> | <b>Less Than Significant With Mitigation</b> | <b>Less Than Significant Impact</b> | <b>No Impact</b> |
|---|---------------------------------------|--|-------------------------------------|------------------|
| 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?                                |                                       |  |                                     | X                |
| 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? |                                       |  |                                     | X                |

**Discussion of Checklist Answers:**

a-b) The California Department of Geology survey lists the project site as being located within the MRZ-1 zone, indicating that significant mineral resources are not likely to be located in this area. Because the project site is not known to include any mineral resources that would be of local, regional, or statewide importance, the project is not considered to have any impacts on mineral resources.

**XI. Noise**

Would the project result in:

| <b>Environmental Issue</b>  | <b>Potentially Significant Impact</b> | <b>Less Than Significant With Mitigation</b> | <b>Less Than Significant Impact</b> | <b>No Impact</b> |
|---|---------------------------------------|--|-------------------------------------|------------------|
| 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?   |                                       |  | X                                   |                  |
| b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?   |                                       |  | X                                   |                  |
| c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?  |                                       |  | X                                   |                  |
| d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?  |                                       |  | X                                   |                  |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? |                                       |  |                                     | X                |
| f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?  |                                       |  |                                     | X                |

**Discussion of Checklist Answers:**

**Short Term:** Construction activities on the site could expose nearby residents (Saratoga Subdivision & Phoenician Condominiums) to increased noise levels, including ground-born vibrations. These impacts are temporary in nature (being associated with construction of the facility) and are not anticipated to result in any unusual or excessive ground-born vibration or noise levels. In addition, construction hours

are limited by the City’s Municipal Code Section 9.24 to daytime hours (7:00 a.m. to 7:00 p.m., Monday through Friday, and 8:00 a.m. to 8:00 p.m., Saturday, Sunday and Holidays.) These potential impacts are therefore considered less than significant.

**Long Term – Site Specific:** The principally permitted use on the site, which will be a medical office use, typically generates low to moderate noise levels through the use of mechanical equipment such as roof top air conditioning units. The site is adjacent to other office buildings, and bound on two sides by roads. Consistent with the City’s Community Design Guidelines the mechanical equipment will be required to be screened. It is anticipated that long-term noise impacts will be minimal and well within the limits established by the City’s Municipal Code Section 9.24.

The proposed project site is not located within an airport land use plan area nor is it located within two miles of an airport. As was mentioned above, the medical campus does have an existing helistop pad located on the parking garage adjacent to the hospital. The proposed project will not affect or alter the operation of the helistop pad. No housing is proposed as part of the project. No impact would occur relative to exposing people to excessive airport related noise levels.

Because the project would comply with the provisions of the City's General Plan and Noise Ordinance, impacts related to noise are considered less than significant.

## XII. Population and Housing

Would the project:

| Environmental Issue   | Potentially Significant Impact | Less Than Significant With Mitigation | Less Than Significant Impact | No Impact |
|---|--------------------------------|---------------------------------------|------------------------------|-----------|
| a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? |                                |                                       | X                            |           |
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?   |                                |                                       |                              | X         |
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?   |                                |                                       |                              | X         |

### Discussion of Checklist Answers:

The proposal is not a housing-related project, does not induce growth beyond that anticipated in the General Plan EIR and does not displace any existing housing. Therefore, there is no change from the impacts addressed in the General Plan EIR, Roseville Hospital Replacement EIRs and Sutter Campus expansion Mitigated Negative Declaration and therefore the impact is considered less than significant.

### XIII. Public Services

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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:

| Environmental Issue         | Potentially Significant Impact | Less Than Significant With Mitigation | Less Than Significant Impact | No Impact |
|-----------------------------|--------------------------------|---------------------------------------|------------------------------|-----------|
| a) Fire protection?         |                                |                                       | X                            |           |
| b) Police protection?       |                                |                                       | X                            |           |
| c) Schools?                 |                                |                                       | X                            |           |
| d) Parks?                   |                                |                                       | X                            |           |
| e) Other public facilities? |                                |                                       | X                            |           |

#### Discussion of Checklist Answers:

The General Plan EIR identifies and adopts mitigation for impacts to public services, including police and fire protection, wastewater services, and solid waste disposal. The proposed project may incrementally increase the need for public services and utilities from the current vacant parking area. However, the project is within the scope (approved building square feet) of Sutter Medical Campus Use Permit which was approved in 2006. The Use Permit allowed for the development of 1.1 million square feet of medical uses on the Sutter Roseville medical campus. The City's Fire, Police, Parks, and Utilities Departments have all reviewed the project plans and have not identified any significant impacts to City services. The impact is considered less than significant.

### XIV. Recreation

| Environmental Issue  | Potentially Significant Impact | Less Than Significant With Mitigation | Less Than Significant Impact | No Impact |
|--|--------------------------------|---------------------------------------|------------------------------|-----------|
| a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that physical deterioration of the facility would occur or be accelerated? |                                |                                       | X                            |           |
| b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?            |                                |                                       | X                            |           |

#### Discussion of Checklist Answers:

The proposed project will not provide on-site recreational areas for the patients and visitors of the office building. However, adequate facilities are located within the vicinity of the project and additional facilities will not need to be added as a result of the project. Therefore, the project will have a less than significant impact on the existing and planned park facilities.

## XV. Transportation/Traffic

Would the project:

| Environmental Issue   | Potentially Significant Impact | Less Than Significant With Mitigation | Less Than Significant Impact | No Impact |
|---|--------------------------------|---------------------------------------|------------------------------|-----------|
| a) Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)? |                                |                                       | X                            |           |
| b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads and highways?   |                                | X                                     |                              |           |
| c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?  |                                |                                       | X                            |           |
| d) Substantially increase hazards due to a design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?   |                                |                                       | X                            |           |
| e) Result in inadequate emergency access?   |                                |                                       | X                            |           |
| f) Result in inadequate parking capacity?   |                                |                                       | X                            |           |
| g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?  |                                |                                       | X                            |           |

### Discussion of Checklist Answers:

#### Setting:

The City's General Plan established the land use for the project site. With the General Plan EIR, a traffic model was prepared that took into account the anticipated land use within the City. The traffic model is continuously updated as parcels are developed and or land uses are modified. The City's Public Works Engineering Division maintains the traffic model. Based on the traffic model, a City wide Capital Improvement Projects (CIP) program was prepared to identify roadway improvements necessary to ensure an adequate transportation system is in place. A comprehensive CIP update was completed with annexation of Sierra Vista. An EIR was adopted with the CIP in 2007, with amendments completed as part of Specific Plan approvals, including West Roseville and Sierra Vista.

Funding for the recommended CIP improvements has already been accounted for through grants and/or traffic mitigation fees.

The General Plan as modified in recent years contains policies for roadway standards and establishes thresholds for determining significant impacts to the City's circulation system, as follows:

- The proposed project would result in less than 70 percent of the total existing and planned signalized intersections to operate at Level of Service (LOS) C or better conditions (based on build out of currently entitled land within the City and 2020 market rate development outside of the City).
- The proposed project would cause a signalized intersection or roadway segment previously identified in the Capital Improvement Projects (CIP) as functioning at LOS C or better under cumulative conditions to function at LOS D or worse.
- The proposed project would cause a signalized intersection or roadway segment previously identified in the CIP as functioning at LOS D or E under cumulative conditions to degrade by one or more LOS categories (i.e. from LOS D to LOS E).

"Levels of service" describe roadway-operating conditions. Level of service is a qualitative measure of the effect of a number of factors, which include speed and travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience, and operating costs. Levels of service are designated "A" through "F" from best to worst, which cover the entire range of traffic operations that might occur. Level of service (LOS) A through E generally represent traffic volumes at less than roadway capacity, while LOS F represents over capacity and/or forced conditions. It is standard City practice to evaluate the traffic model when a development project is proposed and ensure that the project is consistent with General Plan policies. The current traffic model reflects the approval of the Sierra Vista Specific Plan in 2010.

The City's Public Works Division requested that the project prepare a short term traffic study that would focus on access to the project site and traffic signal warrants and improvements at 4 major intersections in the vicinity of the project. Fehr and Peers prepared this study on May 2, 2014 (Attachment 6). The study analyzed the following two scenarios:

- Existing Plus Project Conditions – This scenario analyzes the effects of the proposed 60,000 square foot MOB 6 on existing conditions.
- Existing Plus Approved Projects Plus Project Conditions – This scenario analyzes the effects of the proposed 60,000 square foot MOB 6, as well as the recently approved, but not yet constructed 120,000 square foot Life Time Fitness Center and the 46,000 square foot Agora retail project under existing conditions. It also considers the mitigation measures imposed by the City on both projects.

#### **Thresholds of Significance:**

For the purpose of this study, a significant impact would occur if the project would:

- Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections);
- Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads and highways;
- 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;
- Substantially increase hazards due to a design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);
- Result in inadequate emergency access;
- Result in inadequate parking capacity; or

- Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).

**Discussion of Checklist Answers:**

a-b) The Fehr & Peers study determined that the proposed buildout of the project compared to existing conditions would cause an unacceptable level of service at one intersection. The approved Lifetime Fitness and Agora commercial center project conditions of approval and project mitigation measures are included in those projects and in the table below. With the approved projects, including the Sutter MOB 6 Building, the intersection of East Roseville Pw. and Secret Ravine Pw. would degrade from LOS C to LOS D.

Table 8 below displays the average delay and LOS for each intersection. The following mitigation measures were assumed to be constructed for the purpose of the traffic modeling:

- Replace dual right-turn lanes on southbound Secret Ravine Parkway approach to East Roseville Parkway with a channelized, ‘free’ right-turn lane, which extends to the Agora’s new driveway on East Roseville Parkway west of the intersection (Agora).
- Increase the total amount of left-turn storage in the eastbound left-turn lanes at the East Roseville Parkway/Secret Ravine Parkway intersection by 100 feet (Life Time Fitness).
- Modify signal timings at the East Roseville Parkway/Secret Ravine Parkway intersection to increase green time for the eastbound left-turn lane (Life Time Fitness).

| <b>TABLE 8:<br/>INTERSECTION LEVEL OF SERVICE – EXISTING PLUS APPROVED PROJECTS PLUS PROJECT CONDITIONS</b> |                |                     |                               |                        |   |                        |
|---|----------------|---------------------|-------------------------------|------------------------|---|------------------------|
| <b>Intersection</b>   | <b>Control</b> | <b>LOS Standard</b> | <b>PM Peak Hour</b>           |                        |   |                        |
|   |                |                     | <b>Existing Conditions</b>    |                        | <b>Existing Plus Approved Plus Project Conditions</b> |                        |
|   |                |                     | <b>Avg. Delay<sup>1</sup></b> | <b>LOS<sup>1</sup></b> | <b>Avg. Delay<sup>1</sup></b>                         | <b>LOS<sup>1</sup></b> |
| 1. East Roseville Parkway/Secret Ravine Pkwy.   | Traffic Signal | C                   | 30                            | C                      | <b>41</b>   | <b>D</b>               |
| 2. East Roseville Parkway/North Sunrise Ave.  | Traffic Signal | E                   | 48                            | D                      | 54  | D                      |
| 3. East Roseville Parkway/Taylor Road   | Traffic Signal | D                   | 51                            | D                      | 50  | D                      |

Notes:  
<sup>1</sup> Average delay and LOS for signalized intersections is the weighted average for all movements.  
 Note: **Bolded** cells represent a significant impact based on significance criteria.

Table 4 shows that operations would worsen to LOS D at the East Roseville Parkway/Secret Ravine Parkway intersection. This occurs as a result of the number of new trips each project would add to the East Roseville Parkway corridor<sup>6</sup>.

<sup>6</sup> In addition, the conversion of the dual right-turn lane into a channelized ‘free’ right-turn lane enables u-turns to continue to be made from the eastbound left-turn lane. The Life Time Fitness EIR

The following Mitigation Measure is required to mitigate the LOS D condition at the East Roseville Parkway/Secret Ravine Parkway intersection:

**Mitigation Measure 2:** Modify the signal timings on East Roseville Parkway at Secret Ravine Parkway, North Sunrise Avenue, and Taylor Road to provide additional green time to the westbound movements at each intersection.<sup>7</sup>

With the proposed mitigation measure above, the project impacts from traffic generation and Level of Service are considered less than significant.

c) No airports are located in proximity to the project site. The project will not result in a change to air traffic patterns. No impact would occur.

d) The design of on-site circulation is reviewed as part of the DRP application. The City has adopted standards for roadway design, parking lot designs, and vehicular queuing. PW Engineering and the Fehr & Peers traffic study evaluated the project design to ensure City standards were met and no hazardous conditions were present. Any modifications required from their review were either already incorporated into the project design or will be incorporated into the conditions of approval. The impact is therefore less than significant.

e) The City's Fire Department reviewed the project and determined that the design will provide adequate emergency access and meets their design criteria and code requirements. With adherence to the City of Roseville Design and Construction Standards (January 2010), the project will have a less than significant impact to emergency access.

f) The proposed parking ratio is based upon the approved Use Permit for the medical campus. The applicant has prepared a parking study that was completed by Fehr and Peers and dated November 13, 2013 (Attachment 7). The study identifies a parking ratio of 3.23 spaces per 1,000 square feet of gross building area. This rate was derived by using existing parking surveys of the campus and utilizing the ITE Parking generation, 4<sup>th</sup> edition to separate the amount of parking required for medical office uses versus hospital and acute care uses. The proposed parking garage will add approximately 366 net new spaces to the campus. Ninety-one (91) spaces will be provided on the site of the medical office building, and one hundred three (103) spaces will be provided in the new parking garage. Based on the construction of the new garage, the parking provided by the project will provide adequate parking for the medical office building. There is no impact to available parking capacity.

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included mitigation that would have added an overlap arrow for the dual right-turn lanes, thereby requiring u-turns to be prohibited (and removing about 50 u-turning vehicles from the intersection). Thus, the change in mitigation associated with Agora also contributes to added volume and delay at this intersection.

<sup>7</sup> The signal timing adjustments would reallocate green time, but not change the 120-second cycle length or intersection offsets.

g) The Alternative Transportation division has also reviewed the project to ensure that it will not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. The project is conditioned to provide a Transportation Systems Management (TSM) plan. The intent is to reduce vehicle trips and reduce peak hour traffic generated from the project. The installation of sidewalks and continuation of bicycle lanes will encourage alternative transportation methods, which have the potential to further reduce the amount of vehicle trips generated from the project. The applicant must show alternative commute options are encouraged as part of the TSM plan. The City’s Alternative Transportation Division will review and approve the plan prior to building permit approval of the project.

## XVI. Utilities and Service Systems

Would the project:

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

| Environmental Issue     | Potentially Significant Impact | Less Than Significant With Mitigation | Less Than Significant Impact | No Impact |
|-------------------------|--------------------------------|---------------------------------------|------------------------------|-----------|
| related to solid waste? |                                |                                       |                              |           |

**Discussion of Checklist Answers:**

Water and sewer services will be provided by the City of Roseville. It is expected that minimal work will need to be completed to the existing utility services serving the site. Storm water will be collected on-site and transferred via the existing storm drain system into an off-site storm drain system. Solid waste will be collected by the City of Roseville’s Refuse Department. The City of Roseville will provide electric service to the site, while natural gas will be provided by PG&E. Comcast will provide cable. Adequate services are available to the project, therefore, impacts to utilities are considered to be less than significant.

**XVII. Mandatory Findings of Significance**

| Environmental Issue  | Potentially Significant | Potentially Significant Unless Mitigated | Less Than Significant | No Impact |
|--|-------------------------|--|-----------------------|-----------|
| 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, substantially reduce the number or restrict the range of an endangered, threatened or rare species, or eliminate important examples of the major periods of California history or prehistory? |                         |  | X                     |           |
| b) Does the project have impacts which 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).  |                         |  | X                     |           |
| c) Does the project have environmental effects which will cause substantial adverse effects on human beings,   |                         |  | X                     |           |

| Environmental Issue            | Potentially Significant | Potentially Significant Unless Mitigated | Less Than Significant | No Impact |
|--------------------------------|-------------------------|--|-----------------------|-----------|
| either directly or indirectly? |                         |  |                       |           |

**Discussion of Checklist Answers:**

Long term environmental goals are not impacted by the proposed project. The project involves the development of an existing surface parking area. The cumulative impacts do not deviate beyond what was contemplated by the General Plan EIR, Roseville Hospital Replacement EIRs and prior Mitigated Negative Declaration for the campus expansion in 2006. With implementation of the uniformly applied policies and standards and project specific mitigation measures the project does not have the potential to degrade the quality of the environment, substantially reduce the habitat of any wildlife species nor create adverse effects on human beings.

**ENVIRONMENTAL DETERMINATION:**

*As shown in the checklist prepared as part of this Initial Study, City staff has not identified any impacts that are peculiar to the parcel that cannot be mitigated to less than significant levels, whether offsite or cumulative in nature, which were not discussed in the General Plan EIR or for which the impacts are greater than anticipated in the EIR. This determination is based on a review of the project and General Plan EIR. City staff has determined through review of these documents and the subsequent development conducted there under that the mitigation measures contained within these documents have been undertaken. Specifically, City staff has determined that the Sutter Roseville MOB 6 project is compliant with the mitigation measures identified in the Initial Study and General Plan EIR.*

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment and a MITIGATED NEGATIVE DECLARATION will be prepared.

Initial Study Prepared by:

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Derek Ogden, Associate Planner  
 City of Roseville Planning Department

**Attachments**

- 
1. Site Plan
  2. Building Elevations
  3. Visual Analysis
  4. Photometric Plan
  5. Air Quality Study
  6. Traffic Study
  7. Parking Study



## MITIGATION MONITORING PROGRAM

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|                                    |  |
|------------------------------------|--|
| <b>Project Title/File Number:</b>  | Sutter Roseville MOB 6 / PL13-0284   |
| <b>Project Location:</b>           | 1351 Secret Ravine Dr.; Roseville; Placer County; APN: 456-010-042-000   |
| <b>Project Description:</b>        | The applicant requests approval of a Design Review Permit to construct a 60,000 square foot medical office building and 475 space five-story parking garage on the existing Sutter Roseville medical campus. The application includes an Administrative Permit to allow a portion of the medical office building to be occupied prior to completion of the parking garage. |
| <b>Project Applicant:</b>          | Don Myers, Boulder Associates; 1331 21 <sup>st</sup> St., Sacramento, CA 95811; (916) 492-8796   |
| <b>Property Owner:</b>             | Joan Touloukian, Sutter Roseville Medical Center ; 1 Medical Plaza, Roseville, CA 95661 ; (916) 781-1203   |
| <b>Lead Agency Contact Person:</b> | Derek Ogden, Associate Planner - City of Roseville; (916) 774-5276   |

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Section 21081.6 of the California Public Resources Code requires public agencies to "adopt a reporting and monitoring program for the changes to the project which it has adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment." This monitoring program is required for the project as significant adverse impacts have been identified, and mitigation measures have been identified to mitigate those impacts.

**MONITORING PROCESS:** Existing monitoring mechanisms are in place that assist the City of Roseville in meeting the intent of CEQA. These existing monitoring mechanisms eliminate the need to develop new monitoring processes for each mitigation measure. These mechanisms include grading plan review and approval, improvement/building plan review and approval and on-site inspections by City Departments. Given that these monitoring processes are requirements of the project, they are not included in the mitigation monitoring program. Therefore, only those mitigation measures that are unique to this project are listed in the following monitoring table. The table indicates the required mitigation along with who is the responsible party for monitoring along with when the monitoring is to occur and when the monitoring has been completed.

MITIGATION MONITORING TABLE – Sutter Roseville MOB 6

| MITIGATION NUMBER | DESCRIPTION  | GRADING PERMIT | IMPROVE/ BUILDING PLANS | DURING CONST | PLAN CHECK CITY DEPT. | MON. CITY DEPT. | DATE COMPLETE |
|-------------------|--|----------------|-------------------------|--------------|-----------------------|-----------------|---------------|
| <b>MM-1</b>       | <b>Air Quality</b><br><br><i>Prior to approval of any grading or improvement plans, whichever occurs first, the applicant shall provide a written calculation to the City Engineer for approval demonstrating that heavy-duty (greater than 50 horsepower) off-road vehicles to be used in the construction of the project, including owned, leased, and subcontractor vehicles, shall achieve a project-wide fleet-average of 20 percent of NO<sub>x</sub> reduction as compared to CARB statewide fleet average emissions. Acceptable options for reducing emissions may include use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available. The Construction Emissions Mitigation calculator (available at <a href="http://www.airquality.org/ceqa/ConstructionEmissionSMitigationCalculator_v6_2012Jan.xls">www.airquality.org/ceqa/ConstructionEmissionSMitigationCalculator_v6_2012Jan.xls</a>) shall be used to calculate compliance with this mitigation measure.</i> | Engineering    | Engineering             | NA           | Engineering           | Engineering     |               |

MITIGATION MONITORING TABLE – Sutter Roseville MOB 6

| MITIGATION NUMBER | DESCRIPTION  | GRADING PERMIT | IMPROVE/ BUILDING PLANS | DURING CONST | PLAN CHECK CITY DEPT. | MON. CITY DEPT. | DATE COMPLETE |
|-------------------|--|----------------|-------------------------|--------------|-----------------------|-----------------|---------------|
| <b>MM-2</b>       | <p><b>Traffic Signal Timing</b></p> <p>Modify the signal timings on East Roseville Parkway at Secret Ravine Parkway, North Sunrise Avenue, and Taylor Road to provide additional green time to the westbound movements at each intersection.<sup>1</sup></p> | NA             | Engineering             | NA           | NA                    | Engineering     |               |