Initial Study/Mitigated Negative Declaration
Roseville Digital Billboard Project

Prepared for:

CITY OF ROSEVILLE CALIFORNIA

November 2021

Prepared by:

RANEY PLANNING & MANAGEMENT, INC. 20 years
1501 Sports Drive, Suite A, Sacramento, CA 95834

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Chapter 1
Introduction and Summary

1.1 Introduction

This document is an Initial Study/Mitigated Negative Declaration (IS/MND) that addresses the potential environmental impacts of the Roseville Digital Billboard Project (proposed project) proposed by the City of Roseville (City).

The proposed project would involve the installation of a two-sided electronic billboard at the eastern portion of the project site. The project site is located southwest of the intersection of Interstate 80 (I-80) and Douglas Boulevard, beyond the terminus of South Harding Boulevard, in the City of Roseville, CA. The project site, identified by Assessor's Parcel Number 014-183-029, is vacant and covered in dirt and ruderal grasses. The site has been subject to previous disturbance.

The California Environmental Quality Act (CEQA) and Section 15004 of the State CEQA Guidelines encourage early completion of environmental documentation to enable environmental considerations to influence project design. This IS/MND is a public information document that discloses the proposed project's environmental effects and informs decision makers of the project's compliance with CEQA and the State CEQA Guidelines.

This document describes the proposed project's background, project components, the existing environmental setting (conditions before implementation of the project), and the potential environmental impacts of the proposed project. Chapter 2, *Project Description*, describes the proposed project and the best management practice (BMP) measures that the City has incorporated into the proposed project to avoid and minimize potential effects. Chapter 3, *Environmental Checklist*, identifies the anticipated environmental impacts by topic and provides mitigation measures that would be implemented to avoid significant impacts, if warranted.

1.2 CEQA Lead Agency

As the lead agency for the proposed project under CEQA, the City of Roseville determined that preparation of an IS/MND was necessary to evaluate the environmental issues associated with the proposed project and satisfy the requirements of CEQA and the State CEQA Guidelines. The IS/MND is available for public review at the following location:

City of Roseville Permit Center
311 Vernon Street
Roseville, CA 95678
(916) 774-5332

Due to changeable circumstances regarding COVID-19 concerns, the Permit Center hours for in person document review may be limited. Therefore, the public is encouraged to check the City's web site first to ensure in office accommodations are available:

https://www.roseville.ca.us

Alternatively, the IS/MND can also be viewed or downloaded from the City's website via the following link:

https://www.roseville.ca.us/environmentaldocuments

During the review period, written comments may be submitted via email to: *tshirhall@roseville.ca.us*, or sent by regular mail to:

Ms. Terri Shirhall, Environmental Coordinator
City of Roseville, Development Services Department
311 Vernon Street
Roseville, CA 95678

1.3 Summary

This IS/MND concludes that the proposed project would have potentially significant but mitigable impacts on cultural resources and tribal cultural resources, as described in Chapter 3, *Environmental Checklist*. This IS/MND identifies a variety of mitigation measures that the City would implement to avoid or minimize potentially significant impacts on sensitive environmental resources. Implementation of these measures, in addition to project BMPs, would further reduce the potential impacts to a less-than-significant level.

Chapter 2
Project Description

2.1 Project Background

The City of Roseville proposes to allow the construction of the Roseville Digital Billboard Project (proposed project) in the Infill Planning Area of the City of Roseville, California (Figure 2-1). The proposed project would involve the construction of a two-sided electronic billboard on a vacant parcel southwest of the intersection of Douglas Boulevard and I-80. Prior to 2011, billboard projects, such as the proposed project, were not allowable in the City of Roseville. However, in 2011, the City adopted the Initial Study/Negative Declaration (2011 Sign Ordinance IS/ND) for the Sign Ordinance Amendment (Ordinance 4986), adding Section 17.17.035, Signs Permissible within City-Owned Property, to the Roseville Municipal Code (RMC), regarding signs on City-owned property. Consequently, the City considers the construction and maintenance of electronic billboards on City-owned property along I-80 and State Route 65 to be an allowable use. Per the Outdoor Advertising Act, enforced and administered by the California Department of Transportation (Caltrans), such electronic billboards shall only be allowed on commercial and industrially zoned property.

2.2 Project Location and Existing Conditions

The project site is located southwest of the intersection of I-80 and Douglas Boulevard, beyond the terminus of South Harding Boulevard, in the City of Roseville, CA. The project site (Figure 2-2), identified by Assessor's Parcel Number 014-183-029, is vacant and covered in dirt and ruderal grasses. The site has been subject to previous disturbance. The northern portion of the parcel has been used seasonally as a Christmas tree lot and the entire parcel has been used as a construction staging area by Caltrans. Surrounding land uses include single-family residences to the west and southwest, a commercial area to the north, and I-80 and an associated on-ramp to the east and southeast. The project site has a General Plan land use designation of Community Commercial (CC) and is zoned Planned Development (PD192).

2.3 Proposed Project Components

The proposed project consists of the following main components:

- Construction of the proposed two-sided electronic billboard on the southeast portion of the project site; and
- Operation of the proposed billboard.

The specifications of the proposed billboard are described in greater detail below.

Figure 2-1
Regional Project Location

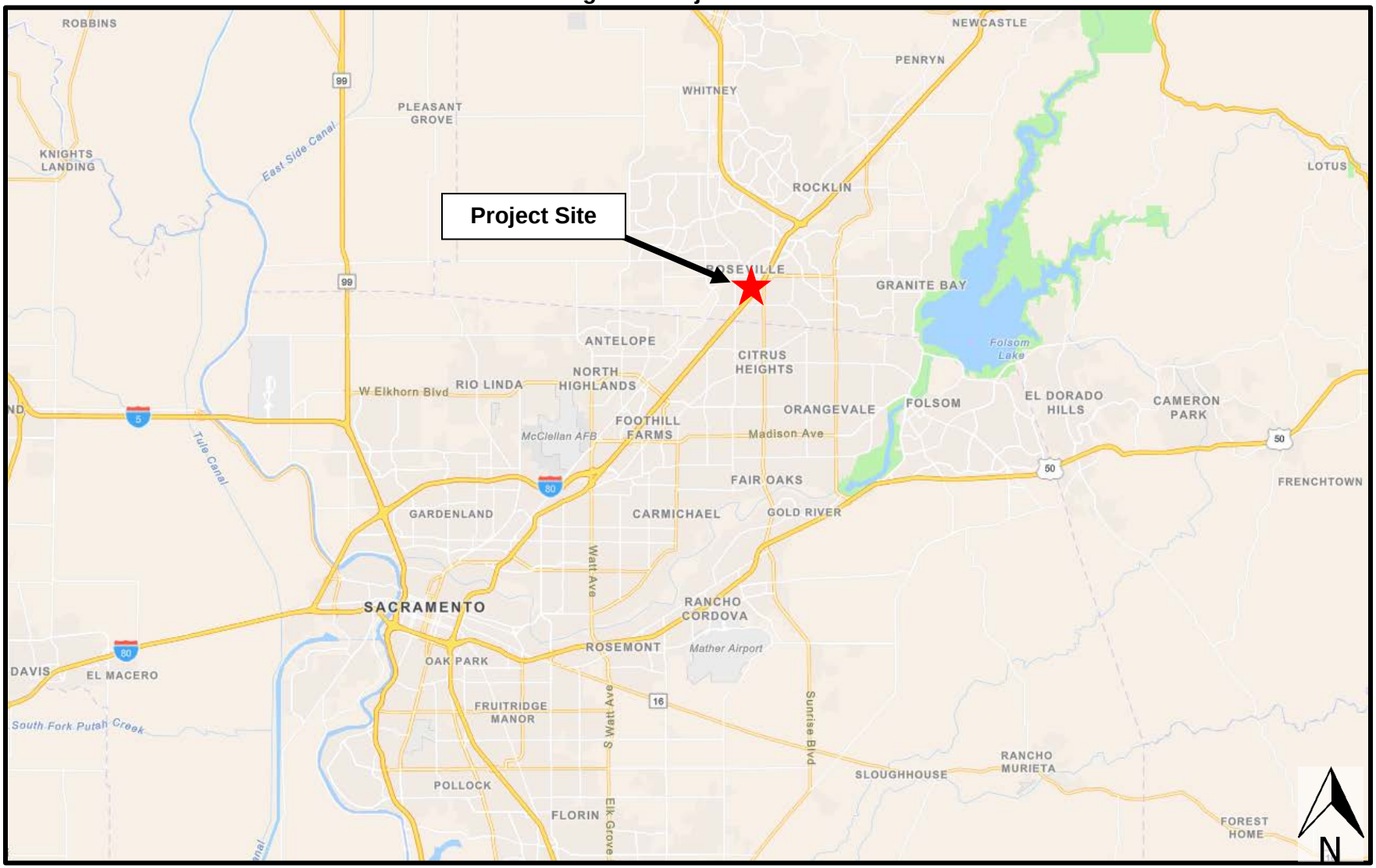


Figure 2-2
Project Site

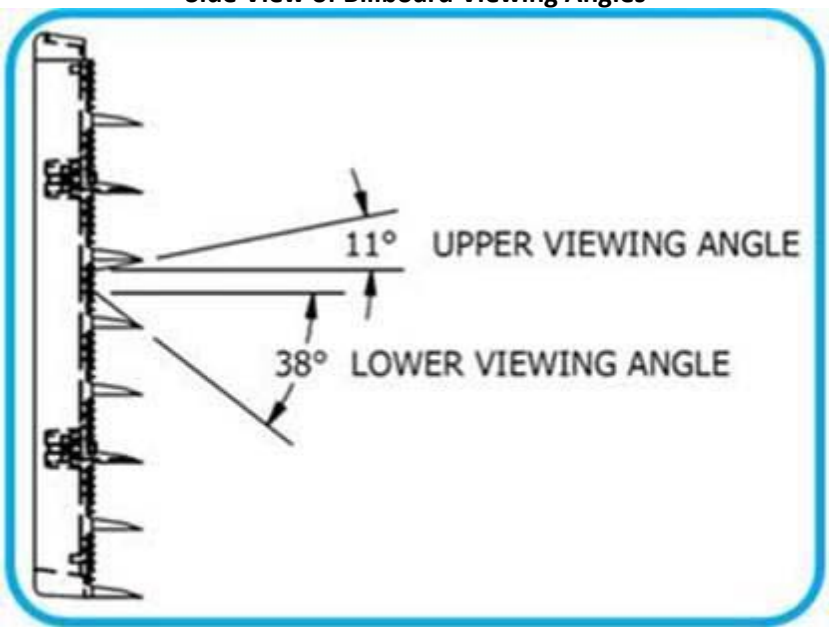
2.3.1 Construction of the Proposed Billboard

The proposed project is installation of a two-sided electronic sign at the eastern portion of the project site. Ground disturbing activities associated with construction of the proposed project would be limited to auger drilling on the southeast portion of the parcel and worker vehicle circulation. Vehicle access to the site is provided by South Harding Boulevard to the north and Wayne Drive to the west. Construction activities would take place between 7:00 AM and 7:00 PM Monday through Friday and between 8:00 AM and 8:00 PM Saturday and Sunday, in compliance with the City's Noise Ordinance. Construction would occur over approximately two weeks.

2.3.2 Operations of the Proposed Billboard

The proposed project would include operations and maintenance of a two-sided electronic billboard, approximately 35 feet to 50 feet tall, with sign faces approximately 14 feet by 48 feet. The directional light-emitting diodes (LEDs) used on both faces of the proposed sign would have diodes focusing light into a directed beam, with the beams aimed toward the roadway such that vehicular traffic can easily view the advertising message (see Figure 2-3). The display messages would be visible both from the northbound and southbound lanes of I-80 (Figure 2-4 and Figure 2-5). The display faces would be configured in a "V" angle to optimize views from I-80, and would be oriented to face away from the nearest single-family residences.

Figure 2-3
Side View of Billboard Viewing Angles



In addition, horizontal louvers manufactured as part of the sign face would help to prevent upward illumination and nighttime light pollution. Thus, the illuminance of the area around the sign would not be uniform, and greater illuminance would occur from lower viewing angles.

Figure 2-4
View of Proposed Sign from I-80 Travelling North

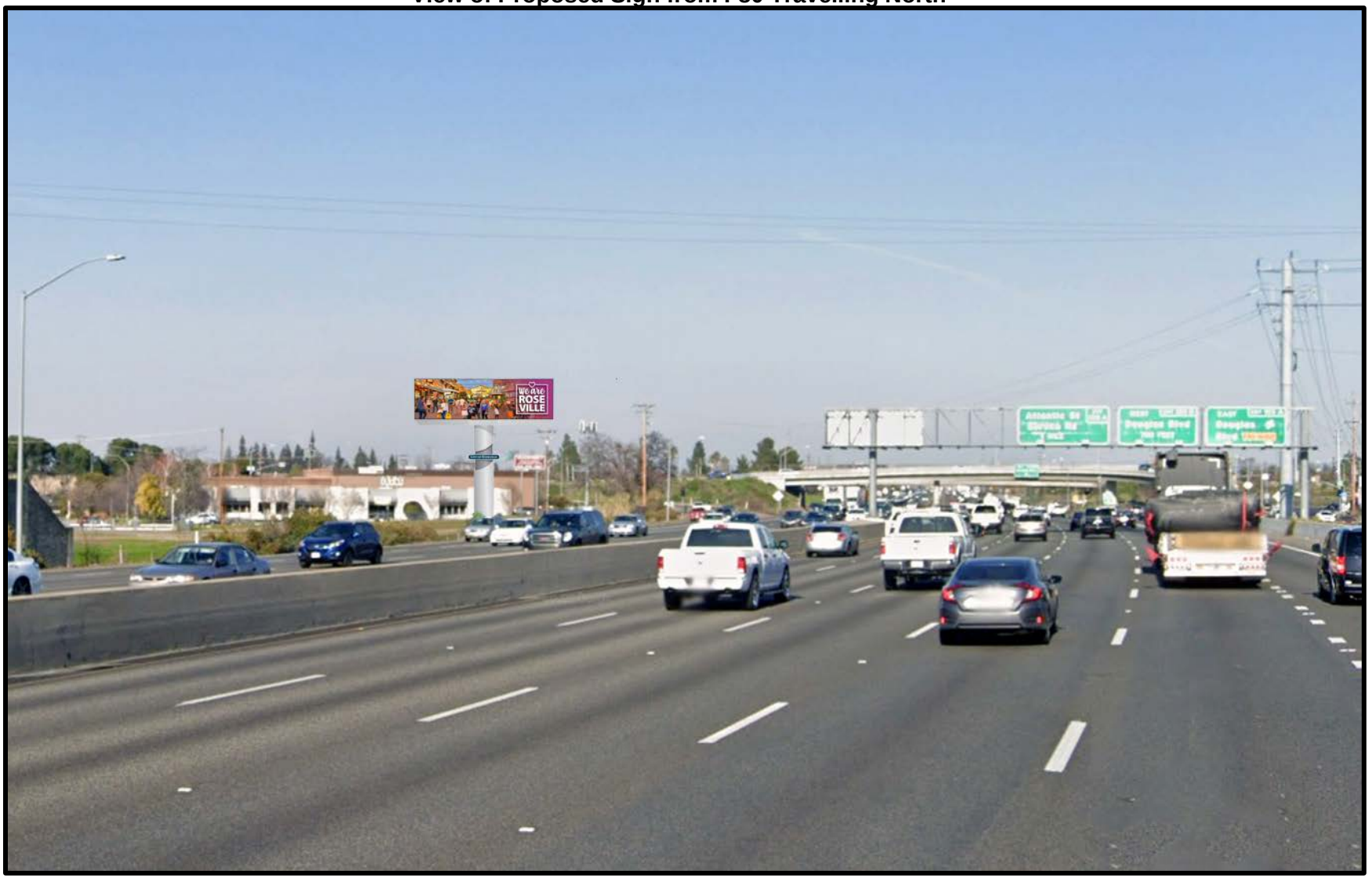


Figure 2-5
View of Proposed Sign from I-80 Travelling South

The proposed sign's illuminance area would be a maximum of 250 feet from the sign during the day and 100 feet at night, when measured perpendicularly from the center of the sign face and assuming the sign is at ground level. However, because the bottom of the sign face would be between approximately 21 feet to 36 feet in the air, the aforementioned distances would be shorter because the illuminance of the sign would be affected both by the horizontal and vertical viewing angles. The proposed sign would be required to comply with the Outdoor Advertising Act regarding flashing signs, which are defined as lights or messages that change more than once every four seconds.

2.4 Best Management Practices (BMPs)

Water quality measures (stormwater management measures and BMPs) would be implemented as part of the project to minimize potential water quality impacts. Key management measures consist of the following:

- Protect areas that provide important water quality benefits or are particularly susceptible to erosion or sediment loss.
- Minimize the potential for erosion by limiting land disturbances such as clearing, grading, and cut and fill.
- Limit disturbance of natural drainage features and vegetation.
- Ensure proper storage and disposal of toxic material.
- Incorporate pollution prevention into operation and maintenance procedures to reduce pollutant loadings to surface runoff.

2.4.1 Construction BMPs

The City and its contractor shall implement construction BMPs to avoid and minimize impacts on sensitive environmental resources. Implementation of the BMPs discussed below would minimize the potential for construction-related surface water pollution and ensure that water quality in off-site waterways and wetlands would not be compromised by erosion and sedimentation during construction.

Temporary Fencing. Where appropriate, the City's contractor shall install construction barrier fencing (including sediment fencing and straw wattles) to prevent contaminants and debris from entering off-site surface waters. Before construction begins, the City or its contractor shall identify the locations for the barrier fencing and mark those locations with stakes or flagging.

Equipment. The City shall comply with applicable stormwater ordinances, stormwater management plans, and BMPs to prevent or minimize the potential release of equipment-related petroleum contaminants into adjacent surface waters and groundwater. Implementation of standard construction procedures and precautions for working with petroleum and construction chemicals would further ensure that the impacts related to chemical handling during project construction would be minor.

Hazardous Materials. The City shall implement appropriate hazardous material management practices and other good housekeeping measures to reduce the potential for chemical spills

or releases of contaminants, including any non-stormwater discharge to adjacent surface waters. Implementation of these measures would minimize the potential for surface and groundwater contamination.

Erosion Control. The project design shall incorporate permanent erosion control elements to ensure that stormwater runoff does not cause soil erosion. Erosion and sediment control plans shall comply with the City's Grading Ordinance, which requires reducing erosion and retaining sediment onsite.

Toxic Materials Control and Spill Response Plan. The following measures shall be incorporated into the plan and implemented to avoid or minimize the risk of spills or discharges of toxic materials into adjacent surface waters:

- Prepare a hazardous material spill prevention, control, and countermeasure plan (SPCC) before construction and implement during construction;
- Prevent raw cement, concrete or concrete washings, asphalt, paint or other coating material, oil or other petroleum products, or any other substances that could be hazardous to aquatic life from contaminating the soil or entering off-site surface waters;
- Prevent discharge of drilling mud and fluids into off-site surface waters by using appropriate containment, disposal, and storage methods;
- Prevent discharge of turbid water or sediment-laden runoff to off-site surface waters by using sediment filters, diverting the water to a settling tank, and/or implementing other erosion and water quality control BMPs;
- Clean up all spills immediately according to the SPCC;
- Provide areas located outside of sensitive environmental areas for staging and storing equipment, materials, fuels, lubricants, solvents, and other possible contaminants; and
- Prevent hazardous materials from entering waters. The construction contractor shall notify the City Fire Department if evidence of soil or groundwater contamination is encountered during construction activities. Construction in that area shall be halted until the Fire Department has evaluated the find and remediation is completed, if necessary.

2.4.1.1 Traffic Management Plan

The City shall require the construction contractor to implement a Traffic Management Plan (TMP), including a construction schedule and plan to meet the City's notice procedures, before construction activities are initiated. This plan shall identify general methods by which construction activities shall be managed to minimize substantial delays to traffic as discussed below.

Communication: Develop and implement a public information campaign that describes the nature and duration of construction activities and when construction related temporary "controlled conditions" and/or travel delays are expected. Particular attention shall be placed on special events (e.g., school graduations or Placer County Fairgrounds events) that may attract unfamiliar users to the City's roadway system. The City is currently doing public outreach and shall continue the outreach program throughout project design and construction.

Construction: Describe and analyze the number of employees and their site parking areas, and the number of trucks, their routing and staging, and operating hours.

Wayfinding: Position and operate changeable message sign (CMS) trailers at strategic locations and employ other temporary signage as necessary to advise motorists, pedestrians and bicyclists of pending construction activities and alternate routes.

Emergency Vehicle Response: The contractor shall coordinate with City Police and Fire Departments to ensure that all potential effects of construction traffic controls are clearly communicated understood by public safety providers.

2.4.1.2 Noise Control Measures

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

- Noise-generating construction activities from the City's construction contractor shall be restricted consistent with the City's Noise Ordinance (Monday through Friday from 7:00 AM to 7:00 PM, and Saturday and Sunday from 8:00 AM to 8:00 PM);
- All construction equipment shall have sound-control devices no less effective than those provided on the original equipment. No equipment shall have an unmuffled exhaust; and
- Appropriate additional noise-reducing measures shall be implemented, including the following: stationary construction equipment shall be located as far as possible from sensitive uses; sensitive uses shall be identified on construction drawings; and excessive equipment idling shall be prohibited when the equipment is not in use.

2.4.1.3 Hazards and Hazardous Materials Measures

The construction documents shall identify materials that are considered hazardous. The project contractor shall be required to develop a Health and Safety Plan (prepared by a registered industrial hygienist) that addresses release prevention measures; employee training, notification, and evacuation procedures; and adequate emergency response protocols and cleanup procedures.

The contractor shall comply with the California Occupational Safety and Health Administration standards for the storage and handling of fuels, flammable materials, and common construction-related hazardous materials and for fire prevention (California Labor Code, Division 5, Chapter 2.5).

2.4.2 City of Roseville Mitigating Ordinances

As part of the proposed project, the City shall implement the following regulations and ordinances to reduce potential environmental impacts associated with the project:

- Noise Regulation (RMC Ch.9.24);
- Urban Stormwater Quality Management and Discharge Control Ordinance (RMC Ch.14.20);
- Stormwater Quality Design Manual (Resolution 07-432);
- City of Roseville Design and Construction Standards (Resolution 07-137); and

- Community Design Guidelines (Resolution 95-347).

2.5 Required Entitlements

Required permits and approvals are shown in Table 2-2. Local approvals required to construct and operate the proposed project include adoption of the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Plan by the City Council and approval of the project plans and specifications and construction contract. In addition, the proposed construction activities. No other State or federal approvals are required for the proposed project.

Table 2-2: Permits and Approvals Needed for the Proposed Project

Agency	Permit/Approval
City of Roseville	Adoption of the Mitigated Negative Declaration
City of Roseville	Approval of the Mitigation Monitoring and Reporting Plan
City of Roseville	Approval of Plans and Specifications and Construction Contract

Chapter 3
Environmental Checklist

1.	Project Title:	Roseville Digital Billboard Project
2.	Lead Agency Name and Address:	City of Roseville 311 Vernon Street Roseville, CA 95678
3.	Contact Person and Phone Number:	Terri Shirhall Environmental Coordinator Development Services Department (916) 774-5362
4.	Project Location:	The project site, identified by Assessor's Parcel Number 014-183-029, is located southwest of the intersection of I-80 and Douglas Boulevard, beyond the terminus of South Harding Boulevard, in the City of Roseville, CA. The proposed project would be located in the southeast portion of the parcel.
5.	Project Sponsor's Name and Address:	City of Roseville 311 Vernon Street Roseville, CA 95678
6.	General Plan Designation:	Community Commercial (CC)
7.	Zoning:	Planned Development (PD192)

8. Description of Project:

The proposed project would include the installation, operation, and maintenance of a two-side electronic sign at the eastern portion of the project site. Ground disturbing activities associated with the construction of the proposed project would be limited to auger drilling on the southeast portion of the parcel and worker vehicle circulation.

9. Surrounding Land Uses and Setting:

The northern portion of the parcel has been used seasonally as a Christmas tree lot and the entire parcel has been used as a construction staging area by the California Department of Transportation (Caltrans). Surrounding land uses include single-family residences to the west and southwest, a commercial area to the north, and I-80 and an associated on-ramp to the east and southeast.

10. Other Public Agencies Whose Approval is Required:

Caltrans.

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun?

On October 5, 2021, the City of Roseville sent certified letters to the Tribes listed below requesting consultation and/or information regarding tribal resources in the project area. The letters requested a response within 30 days. The United Auburn Indian Community of the Auburn Rancheria (UAIC) initiated consultation on October 8, 2021, and consultation was closed with mutual agreement on October 22, 2021.

- United Auburn Indian Community of the Auburn Rancheria; and
- Shingle Springs Band of Miwok Indians.

3.1 Environmental Factors Potentially Affected

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

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

3.2 Determination

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions to the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have an impact on the environment that is "potentially significant" or "potentially significant unless mitigated" but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards and (2) has been addressed by mitigation measures based on the earlier analysis, as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the project, nothing further is required.

Tim Hill — Signature

11.17.21 — Date

3.2.1 Aesthetics

I. Aesthetics	Potentially Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings along a scenic highway?	☐	☐	☐	☒
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	☐	☐	☒	☐

3.2.1.1 Discussion

a,b. Examples of typical scenic vistas include mountain ranges, ridgelines, or bodies of water as viewed from a highway, public space, or other area designated for the express purpose of viewing and sightseeing. Per the City's General Plan EIR, the City's Panning Area does not contain any scenic vistas or any designated or eligible State scenic highways. Thus, the proposed project would not have a substantial adverse effect on a scenic vista or substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a State scenic highway, and ***no impact*** would occur.

c. The project is located in an urbanized area of the City of Roseville; therefore, in accordance with CEQA question 'c', the relevant threshold is whether the project would conflict with applicable zoning and other regulations governing scenic quality, rather than whether the project would substantially degrade the existing visual character or quality of public views of the site and its surroundings.

With that said, the visual landscape of the surrounding area is characterized by urban development, with single-family residences to the west and southwest, a commercial area to the north, and I-80 to the east and south. The two proposed display faces would be oriented at a V-angle, facing away from the existing residences. The proposed sign would

be generally consistent with the existing visual character of public views along the I-80 corridor, including road signs, signs for businesses in the commercial area north of the project site, and other sources of light, including streetlights along I-80.

Per Section 17.17.010(c) of the City's Sign Ordinance, the regulations and prohibitions in the Sign Ordinance are intended to prevent the visual clutter, blight, and traffic hazards caused by signs. The proposed project's required compliance with such would ensure that substantial adverse impacts related to aesthetics do not occur. In addition, the proposed project would be required to comply with the Outdoor Advertising Act of the California Business and Professions Code, including, but not limited to, the restrictions on size, height, intermittent flashing lights, proximity to interstate and primary highways and landscaped freeways, and other applicable regulations. For example, signs that are visible from any highway are prohibited from simulating or imitating any directional, warning, danger, or information signs, or from displaying any red, blinking, flashing, moving, or intermittent light likely to be mistaken for a warning or danger signal. Consistent with the regulations, the proposed sign would not include such imagery. Per the Outdoor Advertising Act, the illumination of a sign is considered vision-impairing to travelers on adjacent highways if the brilliance of the proposed sign were to exceed the values set forth in Section 21466.5 of the Vehicle Code. The proposed sign would not exceed an illuminance of 0.3 foot-candles above ambient levels and, thus, would comply with the regulation. Furthermore, advertising displays may not exceed 1,200 square feet in area with a maximum height of 25 feet and a maximum length of 60 feet, including border and trim, and excluding base or apron supports and other structural members. The proposed sign would comply with the size limitations. According to the Outdoor Advertising Act, displays must be located within 660 feet from the edge of the public right-of-way. The proposed sign would be located approximately 60 feet from I-80 and, thus, would comply with the regulation. Thus, the proposed project would be consistent with applicable zoning and other regulations governing electronic billboards in the City of Roseville, including the Sign Ordinance and Outdoor Advertising Act.

Based on the above, implementation of the proposed project would not conflict with the project site's current land use and zoning designations and other regulations governing scenic quality. As such, the proposed project would not substantially degrade the existing visual character or quality of the site or the surroundings, and a ***less-than-significant*** impact would occur.

d. The existing nighttime lighting environment in the project area is defined by light from I-80 and nearby roads, including sources such as street lights, headlights from vehicles, lighted street signs, and traffic signals. The proposed electronic media sign would introduce new sources of light in the project vicinity. The electronic media sign would consist of two display faces oriented at a V-angle, facing away from the existing residences to the southeast of the site. While the proposed sign would be located approximately 100 feet east of the property lines of the nearby single-family residences, the LEDs used on both sign faces would prevent excessive light and glare from reaching the residences by reducing the viewing angle. In addition, the brightness of the sign would be limited to 0.3 foot-candles above ambient levels, which would be ensured by a light-sensing device on the display that would adjust the brightness as ambient light conditions change. The

photometrics from the manufacturer can be set to consistently meet the brightness targets at day and night.

The proposed sign's illuminance area would be a maximum of 250 feet from the sign during the day and 100 feet at night, when measured perpendicularly from the center of the sign face and assuming the sign is at ground level. However, because the bottom of the sign face would be between approximately 21 feet to 36 feet in the air, the aforementioned distances would be shorter because the illuminance of the sign would be affected both by the horizontal and vertical viewing angles.

Based on the above, the proposed media sign would be oriented away from existing residences in the project area and the lighting would not exceed 0.3 foot-candles. In addition, the sign would comply with all applicable lighting standards established in the City's Municipal Code, which would ensure that the proposed sign would comply with the Outdoor Advertising Act and Section 21466.5 of the Vehicle Code. Therefore, the proposed project would result in ***less-than-significant*** impacts related to creating a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

3.2.1.2 Mitigation Measures

The proposed project would not result in any potentially significant impacts related to aesthetic resources. Therefore, mitigation measures are not necessary.

3.2.1.3 References

California Legislative Information. *Business and Professions Code – BPC, Division 3. Professions and Vocations Generally [5000 – 9998.11], Chapter 2. Advertisers [5200 -5486], Article 7. Regulations [5400 -5419].* Available at: https://leginfo.legislature.ca.gov/faces/codes_displayText.xhtml?lawCode=BPC&division=3.&title=&part=&chapter=2.&article=7. Accessed October 2021.

Lou Musica, Clear Channel Outdoor. *Best Practices Brief: Digital Viewing Cone Specifics – Vertical and Horizontal v6*. July 2020.

3.2.2 Agricultural and Forestry Resources

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

3.2.2.1 Discussion

a-e. The project site currently consists of undeveloped, but disturbed, ruderal grassland. According to the California Department of Conservation's Farmland Mapping and Monitoring Program, the project site is designated as "Urban and Built-Up Land" and does not contain any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Thus, the project site would not be converted from Farmland to non-agricultural uses as a result of the proposed project. The project site is currently designated CC per the City's General Plan and zoned PD192. Consequently, the project site is not zoned for agricultural uses, and the site is not under a Williamson Act Contract. Forest land and timberland do not occur within the City of Roseville. Thus, the project site is not considered forest land (as defined in Public Resources Code section 12220[g]) and is not zoned for Timberland Production (as defined by Government Code Section 51104[g]). Overall, the proposed project would result in ***no impact*** to agricultural and forestry resources.

3.2.2.2 Mitigation Measures

The proposed project would not result in any potentially significant impacts related to agricultural and forestry resources. Therefore, mitigation measures are not necessary.

3.2.2.3 References

California Department of Conservation. 2016. *California Important Farmland Finder.* Available: https://maps.conservation.ca.gov/DLRP/CIFF/. Accessed October 2021.

3.2.3 Air Quality

III. Air Quality	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
When 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:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b. Cumulatively considerable net increase of any criteria pollutant for which the project region is a nonattainment area for an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c. Exposure of sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d. Other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

3.2.3.1 Discussion

a,b. The project site is located within the Sacramento Valley Air Basin (SVAB) and is under the jurisdiction of the Placer County Air Pollution Control District (PCAPCD). The SVAB is designated nonattainment for the federal particulate matter 2.5 microns in diameter ($PM_{2.5}$) and the State particulate matter 10 microns in diameter (PM_{10}) standards, as well as for both the federal and State ozone standards. The federal Clean Air Act requires areas designated as federal nonattainment to prepare an air quality control plan referred to as the State Implementation Plan (SIP). The SIP contains the strategies and control measures for states to use to attain the national ambient air quality standards (NAAQS). The SIP is periodically modified to reflect the latest emissions inventories, planning documents, rules, and regulations of air basins as reported by the agencies with jurisdiction over them. In compliance with regulations, the PCAPCD periodically prepares and updates air quality plans that provide emission reduction strategies to achieve attainment of the NAAQS, including control strategies to reduce air pollutant emissions via regulations, incentive programs, public education, and partnerships with other agencies.

The current applicable air quality plan for the project area is the Sacramento Regional 2009 NAAQS 8-Hour Ozone Attainment and Reasonable Further Progress Plan (Ozone Attainment Plan), updated July 24, 2017. The Ozone Attainment Plan demonstrates how existing and new control strategies would provide the necessary future emission reductions to meet the Clean Air Act (CAA) requirements, including the federal AAQS.

The Ozone Attainment Plan demonstrates how existing and new control strategies would provide the necessary future emission reductions to meet the FCAA requirements, including the 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 for ozone with an attainment deadline of 2027. On October 26, 2015, the USEPA released a final implementation rule for the revised NAAQS for ozone to address the requirements for reasonable further progress, modeling and attainment demonstrations, and reasonably available control measures (RACM) and reasonably available control technology (RACT). On April 30, 2018, the USEPA published designations for areas in attainment/unclassifiable for the 2015 ozone standards. The USEPA identified the portions of Placer County within the SVAB as nonattainment for the 2015 ozone standards. Due to the designation of the SVAB as nonattainment for the 2015 standards, the PCAPCD will work with other regional air districts to prepare a new ozone SIP for the revised 2015 standards.

General conformity requirements of the regional air quality plan include whether a project would cause or contribute to new violations of any AAQS, increase the frequency or severity of an existing violation of any AAQS, or delay timely attainment of any AAQS. 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 has adopted recommended thresholds of significance for emissions of PM_{10} and the ozone precursors reactive organic gases (ROG) and oxides of nitrogen (NO_X). On October 13, 2016, the PCAPCD adopted updated significance thresholds for the aforementioned pollutants.

The significance thresholds, expressed in pounds per day (lbs/day), listed in Table 3.2.3-1 are the PCAPCD's current thresholds of significance for use in the evaluation of air quality impacts associated with proposed development projects. Thus, if the proposed project's emissions exceed the pollutant thresholds presented in Table 3.2.3-1, the project could have a significant effect on air quality, the attainment of federal and State AAQS, and could conflict with or obstruct implementation of the applicable air quality plan.

Table 3.2.3-1. PCAPCD Thresholds of Significance

Pollutant	Construction Threshold (lbs/day)	Operational Threshold (lbs/day)
ROG	82	55
NO_X	82	55
PM_{10}	82	82

Source: Placer County Air Pollution Control District. CEQA Handbook. 2017.

Construction activity associated with the proposed project would be limited to relatively minor ground disturbance to construct the proposed sign foundation, minor utility improvements, and installation of the sign column and display screens. Given that such activities would result in relatively insignificant emissions of criteria pollutants, the proposed project is anticipated to be below the PCAPCD thresholds for construction emissions. In addition, the proposed project would not result in any operational emissions.

Past, present, and future development projects contribute to the region's adverse air quality impacts on a cumulative basis. By nature, air pollution is largely a cumulative impact. A single project is not sufficient in size to, by itself, result in nonattainment of AAQS. Because the proposed project would not result in emissions above the applicable thresholds of significance for ROG, NO_X, or PM_{10}, the project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State AAQS.

Because the proposed project would not result in construction-related or operational emissions of criteria air pollutants in excess of PCAPCD's thresholds of significance, conflicts with or obstruction of the implementation of the applicable regional air quality plans would not occur. In addition, the project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State AAQS. Thus, a ***less-than-significant*** impact would result.

c. Some land uses are considered more sensitive to air pollution than others, due to the types of population groups or activities involved. Heightened sensitivity may be caused by health problems, proximity to the emissions source, and/or duration of exposure to air pollutants. Children, pregnant women, the elderly, and those with existing health problems are especially vulnerable to the effects of air pollution. Sensitive receptors are typically defined as facilities where sensitive receptor population groups (i.e., children, the elderly, the acutely ill, and the chronically ill) are likely to be located. Accordingly, land uses that are typically considered to be sensitive receptors include residences, schools, playgrounds, childcare centers, retirement homes, convalescent homes, hospitals, and medical clinics. The nearest existing sensitive receptor would be the single-family residence located southwest of the project site, approximately 100 feet away.

The major pollutant concentrations of concern are localized carbon monoxide (CO) emissions and toxic air contaminant (TAC) emissions.

Localized Carbon Monoxide Emissions

As discussed in Section 3.2.17, Transportation, of this IS/MND, the proposed project is not anticipated to increase traffic to local roadways except during the construction period. Increases in vehicle traffic resulting from the proposed project would be minor and would only occur during the installation of the proposed sign. As such, based on the PCAPCD screening criteria, the proposed project would result in a less-than-significant impact related to localized CO emissions concentrations and would not expose sensitive receptors to substantial concentrations of localized CO.

TAC Emissions

Another category of environmental concern is TACs. The CARB's *Air Quality and Land Use Handbook: A Community Health Perspective* (Handbook) provides recommended setback distances for sensitive land uses from major sources of TACs, 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 associated with TACs are a function of both the concentration of emissions and the duration of exposure, where the higher the concentration and/or the longer the period of time that a sensitive receptor is exposed to pollutant concentrations would correlate to a higher health risk.

The proposed project does not include any operations that would be considered a substantial source of TACs. Accordingly, operations of the proposed project would not expose sensitive receptors to excess concentrations of TACs.

Short-term, construction-related activities could result in the generation of TACs, specifically DPM, from on-road haul trucks and off-road equipment exhaust emissions. Construction is temporary and occurs over a relatively short duration in comparison to the operational lifetime of the proposed project. Health risks are typically associated with exposure to high concentrations of TACs over extended periods of time (e.g., 30 years or greater), whereas the construction period associated with the proposed project would likely be limited to one year. All construction equipment and operation thereof would be regulated per the *In-Use Off-Road Diesel Vehicle Regulation*, which is intended to help reduce emissions associated with off-road diesel vehicles and equipment, including DPM. Project construction would also be required to comply with all applicable PCAPCD rules and regulations, particularly associated with permitting of air pollutant sources.

Due to the temporary nature of construction, which would occur over the course of approximately two weeks, and the relatively short duration of potential exposure to associated emissions, the potential for any one sensitive receptor in the area to be exposed to concentrations of pollutants for a substantially extended period of time would be low. Therefore, construction of the proposed project would not be expected to expose nearby sensitive receptors to substantial pollutant concentrations.

Conclusion

Based on the above, the proposed project would not expose any sensitive receptors to substantial concentrations of pollutants, including localized CO or TACs, during construction or operation. Therefore, the proposed project would result in a ***less-than-significant*** impact related to the exposure of sensitive receptors to substantial pollutant concentrations.

d. Emissions of pollutants have the potential to adversely affect sensitive receptors within the project area. Pollutants of principal concern include emissions leading to odors, emissions of dust, or emissions considered to constitute air pollutants. Air pollutants have been discussed in sections “a” through “c” above. Therefore, the following discussion focuses on emissions of odors and dust during construction and operation of the project.

Odors

Odors are generally regarded as an annoyance rather than a health hazard. Due to the subjective nature of odor impacts, the number of variables that can influence the potential for an odor impact, and the variety of odor sources, quantitative methodologies to determine the presence of a significant odor impact do not exist. Certain land uses such

as wastewater treatment facilities, landfills, confined animal facilities, composting operations, food manufacturing plants, refineries, and chemical plants have the potential to generate considerable odors.

Diesel fumes from construction equipment and heavy-duty trucks could be found to be objectionable; however, as addressed above, operation of construction equipment would be regulated by PCAPCD rules and regulations, restricted to certain hours per the RMC, and would occur intermittently throughout the course of a day. All construction equipment and operation thereof would be regulated per the statewide *In-Use Off-Road Diesel Vehicle Regulation*. In addition, construction is temporary and construction equipment would operate intermittently throughout the course of a day and would likely only occur over portions of the improvement area at a time. For the aforementioned reasons and due to the distance between the project site and the nearest sensitive receptors, the project would not result in any noticeable objectionable odors associated with construction.

Although offensive odors rarely cause any physical harm, they can be unpleasant, leading to citizen complaints to local governments and air districts. Diesel-powered equipment operating during construction may generate odors that are evident in the immediately surrounding area. These activities would be intermittent and temporary in duration and, therefore, would not result in nuisance odors. Digital billboards are not known to emit odors during operation, and the project does not meet any of the facility types identified by CARB or PCAPCD as odor-generating; thus, the project would not generate substantial operational odors. Accordingly, the proposed project would not create objectionable odors affecting a substantial number of people.

Dust

As noted previously, construction of projects within Placer County are required to comply with all applicable PCAPCD rules and regulations. The aforementioned rules would act to reduce construction-related dust by implementing dust control measures. PCAPCD Rule 228 requires implementation of dust control measures, such as minimizing track-out on to paved public roadways, limiting vehicle travel on unpaved surfaces to 15 miles per hour, and stabilization of storage piles and disturbed areas. Following construction, operation of the proposed sign would not involve vehicles operating within the project site. Thus, the proposed project operations would not include sources of dust that could adversely affect a substantial number of people.

Conclusion

For the aforementioned reasons, construction and operation of the proposed project would not create objectionable odors affecting a substantial number of people, and impacts would be ***less than significant***.

3.2.3.2 Mitigation Measures

Due to the short duration of construction, and minimal ground disturbance, the proposed project would not result in any potentially significant impacts on air quality. Therefore, mitigation measures are not necessary.

3.2.3.3 References

California Air Resources Board. *Air Quality and Land Use Handbook: A Community Health Perspective*. April 2005.

California Air Resources Board. 2020. *Area Designations Maps*. Available at: <http://www.arb.ca.gov/desig/adm/adm.htm>. Accessed October 2021.

Placer County Air Pollution Control District. 2017 *CEQA Handbook*. November 2017.

3.2.4 Biological Resources

IV. Biological Resources	Potentially Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
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 Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☒	☐
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance (including essential fish habitat)?	☐	☐	☒	☐
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?	☐	☐	☒	☐

3.2.4.1 Discussion

a-f. The proposed electronic billboard would be installed within the southeastern portion of the project site, which consists of dirt and ruderal grasses and has been subject to previous disturbance. The project site does not contain riparian habitat or other sensitive natural communities, including wetlands. In addition, the project site does not support any wildlife movement corridors. The project site and the surrounding areas do not contain streams or other waterways that could be used by migratory fish or as a wildlife corridor for other

wildlife species. No aspect of the project would conflict with the City's *Open Space Preserve Overarching Management Plan,* or would otherwise impact habitat areas subject to regulatory oversight.

The project site would not be subject to substantial ground disturbing activity associated with the proposed project. Ground disturbance would be limited to auger drilling for the foundation of proposed sign's support column and the minor unavoidable disturbance associated with equipment staging. Major grading or material movement would not be required. Furthermore, previous disturbance has occurred on the project site associated with the site's use as a Christmas tree lot and as a staging area for Caltrans. Due to the disturbed nature of the project site, construction activities associated with the installation of the proposed sign would not result in adverse effects to special status plant and wildlife. Implementation of the proposed project would not involve the removal of any trees.

A search of the Department of Fish and Wildlife California Natural Diversity Database (CNDDB) revealed that special-status species that exist in the general project region would be unlikely to occur on the project site, and that the proposed project would therefore be highly unlikely to impact any special-status species. Because the project site is not vegetated, heavily disturbed, and does not contain riparian habitat, impacts to special-status plants would not occur or special-status species requiring riparian habitat would not occur. The proposed project would not involve the removal of any trees; thus, special-status birds that nest in trees would not be impacted, such as Swainson's hawk, purple martin, golden eagle, pallid bat, and white-tailed kite would not occur. While the disturbed dirt field that constitutes the project site could provide habitat for subterranean burrowing species, such as the burrowing owl and American badger, the level of disturbance at the project site from previous use as a Christmas tree lot and equipment staging area for Caltrans create a low likelihood that the project site would provide sufficient habitat.

Given the highly disturbed nature of the project site and the surrounding area, as well as the relatively limited ground disturbance associated with installation of the proposed electronic sign, the project would result in a ***less-than-significant*** impact related to biological resources.

3.2.4.2 Mitigation Measures

The proposed project would not result in any potentially significant impacts related to biological resources; therefore, mitigation measures would not be required.

3.2.4.3 References

California Department of Fish and Wildlife. *CNDDB Rarefind 5.* Available at: https://wildlife.ca.gov/Data/CNDDB/Maps-and-Data. Accessed October 2021.

Placer County. *Placer County Conservation Program.* Available at: https://www.placer.ca.gov/3362/Placer-County-Conservation-Program. Accessed October 2021.

3.2.5 Cultural Resources

V. Cultural Resources	Potentially Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	☐	☒	☐	☐
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☒	☐	☐
c. Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☒	☐	☐

3.2.5.1 Discussion

a-c. Historical resources are features that are associated with the lives of historically important persons and/or historically significant events, that embody the distinctive characteristics of a type, period, region or method of construction, or that have yielded, or may be likely to yield, information important to the pre-history or history of the local area, California, or the nation. Examples of typical historical resources include, but are not limited to, buildings, farmsteads, rail lines, bridges, and trash scatters containing objects such as colored glass and ceramics.

The proposed project would involve the installation of a two-sided electronic billboard that would be visible from I-80. Ground disturbing activities associated with implementation of the proposed project would be limited to auger drilling and construction of the proposed sign column foundation on the southeast portion of the parcel, and worker vehicle circulation. Given that the project site is already highly disturbed, the discovery of previously-unknown historical resources during the limited ground disturbance associated with the proposed project is not anticipated.

A records search for the project site and the surrounding 0.25-mile radius was conducted by staff at the North Central Information Center of the California Historical Resources Information System on September 30, 2021. The records search indicated that four previous cultural resources studies have been conducted within the search area. The records search also identified one previously-recorded historic-period cultural resource within the 0.25-mile radius, consisting of a segment of the California Central Railroad (P-31-816).

Furthermore, the Native American Heritage Commission (NAHC) was contacted on September 30, 2021, to request a search of its Sacred Lands File and a list of interested Native American tribes and individuals. The results of the NAHC's Sacred Lands File search did not indicate the presence of any known cultural resources on the project site. Assembly Bill (AB 52) tribal consultation efforts under CEQA were carried out by the City

of Roseville and additional information is provided in Section 3.2.18, Tribal Cultural Resources, of this Environmental Checklist.

Due to previous disturbance of the site and the limited extent of ground disturbance associated with the proposed project, the likelihood of discovering previously unknown historical or archaeological resources and/or human remains is low. However, the possibility exists that ground-disturbing activities during construction may uncover previously unknown subsurface cultural resources; such disturbance would be a potentially significant impact. Mitigation Measures CUL-1 and CUL-2 would reduce this impact to a less-than-significant level.

Based on the above, with implementation of Mitigation Measures CUL-1 and CUL-2, the proposed project would not cause a substantial adverse change in the significance of a historical or archaeological resource pursuant to Section 15064.5, and would not result in the disturbance of human remains; thus, the impact would be considered ***less than significant with mitigation incorporated.***

3.2.5.2 Mitigation Measures

Mitigation Measure CUL-1: Implement Measures to Protect Previously Unidentified Cultural Resources

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

- *Construction shall stop if potential cultural resources are encountered. It is possible that previous activities have obscured surface evidence of cultural resources. If signs of an archeological site, such as any unusual amounts of stone, bone, or shell, are uncovered during grading or other construction activities, work shall be halted within 100 feet of the find and the City of Roseville will be notified. A qualified archeologist shall be consulted for an onsite evaluation. If the site appears to be eligible for listing in State or federal registers, additional mitigation, such as further testing for evaluation or data recovery, may be necessary.*
- *In the event resources are discovered, the City shall retain a qualified archaeologist to assess the find and to determine whether the resource requires further study. Any previously undiscovered resources found during construction shall be recorded on appropriate California Department of Parks and Recreation 523 forms and evaluated for significance under all applicable regulatory criteria.*
- *All work shall stop in the immediate vicinity of the find, and, if the find is determined to be an important cultural resource, the City shall make available contingency funding and a time allotment sufficient to allow recovery of an archaeological sample or to implement an avoidance measure. Construction work may continue on other parts of the project while archaeological mitigation takes place.*

Mitigation Measure CUL-2: Implement Measures if Construction Activities Inadvertently Discover or Disturb Human Remains

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

- *If human remains are discovered during any phase of construction, including disarticulated or cremated remains, the construction contractor shall immediately cease all ground-disturbing activities within 100 feet of the remains and notify the City of Roseville.*
- *In accordance with California State Health and Safety Code Section 7050.5, no further disturbance shall occur until the following steps have been completed:*
    - *The County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98.*
    - *If the remains are determined by the County Coroner to be Native American, NAHC will be notified within 24 hours, and the treatment and disposition of the remains will comply with NAHC guidelines.*
- *It is further recommended that a professional archaeologist with Native American burial experience conduct a field investigation of the specific site and consult with the Most Likely Descendant (MLD), if any, identified by NAHC. As necessary and appropriate, a professional archaeologist may provide technical assistance to the MLD, including excavation and removal of the human remains.*

3.2.5.3 References

Native American Heritage Commission. *Roseville Digital Billboard Project*. November 7, 2021.

North Central Information Center. *Records Search Results for Roseville Digital Billboard Project / APN: 014-183-029, NCIC File No.: PLA-21-78*. September 30, 2021.

3.2.6 Energy

VI. Energy	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

3.2.6.1 Discussion

a,b. The main forms of available energy supply are electricity, natural gas, and oil. A description of the 2019 California Green Building Standards Code and the Building Energy Efficiency Standards, with which the proposed project would be required to comply, as well as discussions regarding the proposed project's potential effects related to energy demand during construction and operations are provided below.

The 2019 California Building Standards Code (CBSC), otherwise known as the CAL Green Code (California Code of Regulations [CCR] Title 24, Part 11), became effective on January 1, 2020. The purpose of the CAL Green Code is to improve public health, safety, and general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices. The CBSC standards regulate the method of use, properties, performance, types of materials used in construction, alteration repair, improvement and rehabilitation of a structure or improvement to property.

Construction

Construction of the proposed project would involve on-site energy demand and consumption related to the use of oil in the form of gasoline and diesel fuel for construction worker vehicle trips, and hauling and material delivery truck trips. In addition, diesel-fueled portable generators may be necessary to provide additional electricity demands for temporary on-site lighting, welding, and for supplying energy to areas of the site where energy supply cannot be met via a hookup to the existing electricity grid. Project construction would not involve the use of natural gas appliances or equipment.

Compliance with local, State, and federal regulations, which limit engine idling times and require recycling construction debris, would reduce short-term energy demand during the project's construction to the extent feasible and project construction would not result in a wasteful or inefficient use of energy.

The CARB has prepared the *2017 Climate Change Scoping Plan Update* (2017 Scoping Plan), which builds upon previous efforts to reduce GHG emissions and is designed to continue to shift the California economy away from dependence on fossil fuels. Appendix B of the 2017 Scoping Plan includes examples of local actions (municipal code changes, zoning changes, policy directions, and mitigation measures) that would support the State's climate goals. The examples provided include, but are not limited to, enforcing idling time restrictions for construction vehicles, utilizing existing grid power for electric energy rather than operating temporary gasoline/diesel-powered generators, and increasing use of electric and renewable fuel-powered construction equipment.

Based on the above, the temporary increase in energy use occurring during construction of the proposed project would not result in a significant increase in peak or base demands or require additional capacity from local or regional energy supplies.

Operational

State and local authorities regulate energy use and consumption through various means and programs. Regulations at the State level are intended to reduce energy use and greenhouse gas (GHG) emissions. The proposed project would comply with these regulations that include, among others, AB 1493–Light-duty Vehicle Standards, CCR Title 24, Part 6–Energy Efficiency Standards, and CCR Title 24.

Following implementation of the proposed project, Roseville Electric Utility would provide electricity to the project site. Energy use associated with operation of the proposed project would be typical of electronic signs, requiring electricity lighting, and maintenance of the electronic sign. The proposed media sign would use high-efficiency LEDs for illumination during operation.

Electricity supplied to the project by Roseville Electric Utility would comply with the State's Renewable Portfolio Standard (RPS), which requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 60 percent by 2030. Thus, a portion of the energy consumed during project operations would originate from renewable sources.

Conclusion

Based on the above, construction and operation of the proposed project would not result in wasteful, inefficient, or unnecessary consumption of energy resources or conflict with or obstruct a State or local plan for renewable energy or energy efficiency. Thus, a ***less-than-significant*** impact would occur.

3.2.6.2 Mitigation Measures

The proposed project would not result in any potentially significant impacts related to energy; therefore, mitigation measures would not be required.

3.2.6.3 References

California Air Resources Board. *2017 Climate Change Scoping Plan Update*. January 20, 2017.

California Building Standards Commission. *California Green Building Standards Code*. 2019.

3.2.7 Geology and Soils

VII. Geology and Soils	Potentially Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
Strong seismic ground shaking?	☐	☐	☒	☐
Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
Landslides?	☐	☐	☒	☐
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c. Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project and potentially result in an onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems in areas where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐

3.2.7.1 Discussion

a-d. Per the City of Roseville 2035 General Plan Update EIR, the City is located in an area with relatively low seismic activity, and fault traces are not located either within or immediately adjacent to the City's Planning Area. The project site is not located within a State-

designated Alquist-Priolo Fault Zone. The nearest active faults are the Cordelia Fault and Green Valley Fault, located approximately 60 miles southwest of the project site, and the Hunting Creek Fault, located approximately 60 miles west of the project site. Thus, the potential for fault rupture risk at the project site is low.

An earthquake of moderate to high magnitude generated by the above faults could cause considerable ground shaking at the project site. However, the proposed project would be properly engineered in accordance with the CBSC, which includes engineering standards appropriate for the seismic area in which the project site is located. Proper engineering of the proposed project would ensure that the project would not be subject to substantial risks related to seismic ground shaking.

According to the U.S. Department of Agriculture Natural Resource Conservation Service's Web Soil Survey, soils at the project site have been identified as Cometa-Fiddyment complex. The on-site soils have a low shrink-swell potential of 0.12, and were not determined to have low strength. Thus, the aforementioned soil features do not represent a significant limitation related to the excavation required to construct the foundation for the proposed sign's support column. Nonetheless, prior to development of the proposed project, a project-specific geotechnical report would be prepared in order to ensure that all geological hazards are adequately addressed. Thus, the aforementioned soil features do not represent a significant limitation on the shallow excavation required to construct the foundation for the proposed sign's support column.

Liquefaction is a phenomenon in which granular material is transformed from a solid state to a liquefied state as a consequence of increased pore-water pressure and reduced effective stress. Per the Web Soil Survey, Cometa-Fiddyment complex is considered a well-draining soil, and, thus, liquefaction is not anticipated to occur on the project site. Seismically-induced landslides are triggered by earthquake ground shaking. Lateral spreading and subsidence are also geological hazards of concern; however, the project site is not located near an active fault zone or soils subject to such hazards, and, thus, implementation of the proposed project on the project site would not induce risks associated with liquefaction, landslide, lateral spreading, or subsidence.

In addition, the proposed project would not include any habitable structures. The proposed sign would be between 35 feet and 50 feet tall and would be located greater than 100 feet from the nearest residential fence line; thus, even in the extremely unlikely event that the sign were to fail, the risk of injury or death to humans would not occur.

Based on the above, the proposed project would not be subject to substantial risks related to liquefaction, landslides, lateral spreading, and subsidence/settlement. Compliance with standard construction regulations included in the CBSC would ensure that the proposed project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving liquefaction, subsidence, or settlement, and would not be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site subsidence, liquefaction, or collapse. Thus, a ***less-than-significant*** impact would occur.

e. The construction or operation of septic tanks or other alternative wastewater disposal systems is not included as part of the project. Therefore, ***no impact*** regarding the

capability of soil to adequately support the use of septic tanks or alternative wastewater disposal systems would occur.

f. As previously discussed, the project site has already been subject to previous disturbance related to the project site's use as a Christmas tree lot and a staging area for Caltrans. Additionally, the project would not result in substantial ground disturbing activities. Implementation of Mitigation Measure CUL-1 and CUL-2 would ensure that significant impacts do not occur. Therefore, the project would not result in directly or indirectly destroying paleontological resources and a ***less-than-significant*** impact would occur.

3.2.7.2 Mitigation Measures

The proposed project would not result in any potentially significant impacts related to geology and soils; therefore, mitigation measures would not be required.

3.2.7.3 References

California Geological Survey. 2019. *EQ Zapp: California Earthquake Hazards Zone Application*. Available: https://maps.conservation.ca.gov/cgs/EQZApp/app/. Accessed October 2021.

City of Roseville. *2035 General Plan Update Final EIR.* August 5, 2020.U.S. Department of Agriculture Natural Resource Conservation Service. *Web Soil Survey.* Available at: https://websoilsurvey.nrcs.usda.gov/app/HomePage.htm. Accessed October 2021.

3.2.8 Greenhouse Gas Emissions

VIII. Greenhouse Gas Emissions	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

3.2.8.1 Discussion

a,b. 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. An individual project's GHG emissions are at a micro-scale level relative to global emissions and effects to global climate change; however, an individual project could result in a cumulatively considerable incremental contribution to a significant cumulative macro-scale impact. As such, impacts related to emissions of GHG are inherently considered cumulative impacts.

Implementation of the proposed project would cumulatively contribute to increases of GHG emissions. Estimated GHG emissions attributable to future development would be primarily associated with increases of carbon dioxide (CO_2) and, to a lesser extent, other GHG pollutants, such as methane (CH_4) and nitrous oxide (N_2O) associated with area sources, mobile sources or vehicles, and utilities (electricity and natural gas). The primary source of GHG emissions for the project would be mobile source emissions during construction. The common unit of measurement for GHG is expressed in terms of annual metric tons of CO_2 equivalents ($MTCO_2e/yr$).

As discussed in Section 3.2.3, *Air Quality*, the PCAPCD has the primary responsibility for air quality management in Placer County. PCAPCD has adopted a *de minimis* threshold of 1,100 $MTCO_2e$/yr for operation of land use development projects, such as new residential and commercial projects. The PCAPCD also has a bright line threshold of 10,000 $MTCO_2e$, where land use development projects in excess of the *de minimis* threshold (1,100 $MTCO_2e$) can be found less than cumulatively considerable if the emission intensity (emissions per capita) meets certain criteria.

It should be noted that construction GHG emissions are a one-time release and are, therefore, not typically expected to generate a significant contribution to global climate change. Construction activities associated with implementation of the proposed project would only include construction of the foundation, assembly of the electronic sign, and

minor vegetation removal. As a result, because the use of heavy equipment would be limited and the overall construction period would be short in comparison to other development projects in the City, the emissions of construction-related GHG would be less than significant.

During operations, the only GHG emissions associated with the proposed project would be emissions associated with electricity generation necessary to power the proposed electronic displays. The electricity generated by Roseville Electric Utility would comply with the State Renewable Portfolio Standard (RPS) and, thus, would be carbon neutral by the year 2045. In addition, the proposed billboard would not result in a change to regional vehicle miles travelled (VMT). Consequently, operation and maintenance of the proposed project would not result in significant emissions of GHGs.

Based on the above, the proposed project would not be considered to generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, or conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. Thus, a ***less-than-significant*** impact would occur.

3.2.8.2 Mitigation Measures

The proposed project would not result in significant impacts related to GHG emissions; therefore, mitigation measures would not be required.

3.2.8.3 References

Placer County Air Pollution Control District. *2017 CEQA Handbook*. November 2017.

3.2.9 Hazards and Hazardous Materials

IX. Hazards and Hazardous Materials	Potentially Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d. Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e. For a project located within an airport land use plan area or, where such a plan has not been adopted, be within two miles of a public airport or public use airport, and result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	☐	☒

3.2.9.1 Discussion

a,b. During both construction and operations, the proposed electronic sign would not be associated with the routine transport, use, disposal, or generation of substantial amounts of hazardous materials and chemicals that would represent a substantial risk to public health or the environment.

Construction activities associated with the proposed project would involve the use of heavy equipment, which would contain fuels and oils, and various other products such as concrete, paints, and adhesives. Small quantities of potentially toxic substances (e.g., petroleum and other chemicals used to operate and maintain construction equipment) would be used at the project site and transported to and from the site during construction. However, the project contractor would be required to comply with all California Health and Safety Codes and local City ordinances regulating the handling, storage, and transportation of hazardous and toxic materials. Thus, construction of the proposed project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment.

Based on the above, development of the proposed project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment, and a ***less-than-significant*** impact would occur.

c. The closest school to the project site is Warren T. Eich Middle School, located approximately 0.5-mile southeast of the project site. Thus, the project site is not located within a quarter mile of any existing or proposed schools. Therefore, the proposed project would have ***no impact*** related to hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

d. According to the Department of Toxic Substances Control Envirostor Database, the project site is not located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Thus, the proposed project would not create a significant hazard to the public or the environment related to being located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, and ***no impact*** would occur.

e. The nearest airport to the project site is the Sacramento McClellan Airport, located approximately 8.5 miles southwest of the project site. Thus, the proposed project site is not located within two miles of any public airports, and does not fall within an airport land use plan area. Therefore, ***no impact*** would occur related to the project being located within an airport land use plan or within two miles of a public airport or public use airport, thereby resulting in a safety hazard or excessive noise for people residing or working in the project area.

f. The proposed project would exclusively involve the installation of an electronic billboard and, thus, would not alter the existing circulation system in the surrounding area. As a result, the project would result in ***no impact*** with respect to impairing the implementation of or physically interfering with an adopted emergency response plan or emergency evacuation plan.

g. Issues related to wildfire hazards are discussed in Section 3.2.20, Wildfire, of this IS/MND. As noted therein, the project site is not located within or near a Very High Fire Hazard Severity Zone (VHFHSZ). In addition, the project site is located within a developed area of the City and, thus, is not particularly susceptible to wildland fire.

Project construction would involve the use of heavy equipment, welding, and other activities that have the potential to ignite fires. Malfunction of equipment that could cause a fire is extremely unlikely during project construction. However, the contractor would comply with Cal-OSHA standards for the storage and handling of fuels, flammable materials, and common construction-related hazardous materials and for fire prevention. In addition, the project would meet the minimum standards set forth by Public Resources Code Section 4290, Title 14, for fire protection and emergency water standards. Compliance with the aforementioned regulations would ensure that the potential for wildland fires is reduced to the maximum extent feasible.

Based on the above, the potential for wildland fires to reach the project site would be limited. Based on the above, the proposed project would not expose people or structures to the risk of loss, injury or death involving wildland fires, and ***no impact*** would occur.

3.2.9.2 Mitigation Measures

The proposed project would not result in any potentially significant impacts related to hazards and hazardous materials; therefore, mitigation measures would not be required.

3.2.9.3 References

California Department of Forestry and Fire Protection. *Fire Hazard Severity Zone Viewer.* Available at: https://egis.fire.ca.gov/FHSZ/. Accessed October 2021.

California Department of Toxic Substances Control. 2020. *Cortese List: Section 65962.5(a).* Available at: https://calepa.ca.gov/sitecleanup/corteselist/section-65962-5a/. Accessed October 2021.

California Department of Toxic Substances Control. 2020. *EnviroStor Hazardous Waste and Substance Site List (Cortese).* Available at: https://www.envirostor.dtsc.ca.gov/public/map/?global_id=31400006. Accessed October 2021.

City of Roseville. 2017. *Location of Roseville Fire Stations*. Roseville, California. Available at: https://www.roseville.ca.us/UserFiles/Servers/Server_7964838/File/Government/Departments/Fire%20Dept/Fire%20Station%20Locations/Location%20of%20Roseville%20Fire%20Stations%20-%202017.pdf. Accessed October 2021.

3.2.10 Hydrology and Water Quality

X. Hydrology and Water Quality	Potentially Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces in a manner which would:				
i. result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐
iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
iv. impede or redirect flood flows?	☐	☐	☐	☒
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

3.2.10.1 Discussion

a. As noted previously, the project would not include substantial ground disturbing activities. Ground disturbance associated with the proposed project would be limited to auger drilling and construction of the sign column foundation. The State Water Resources Control Board (SWRCB) regulates stormwater discharges associated with construction activities where clearing, grading, or excavation results in a land disturbance of one or more acres. Given

that the proposed project would disturb less than one acre of land, the proposed construction activities would not be subject to applicable SWRCB regulations. The ground disturbance associated with the proposed project would be minimal and would occur over a short period of time, and the contractor would be required to comply with the City BMPs listed in Section 2.4 of this document. Thus, the proposed project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.

Based on the above, the proposed project would not substantially degrade surface water quality or conflict with any applicable water quality control or management plans. Thus, a ***less-than-significant*** impact would occur.

b,e. The City of Roseville's groundwater is derived from the North American Subbasin, which is part of the Sacramento Valley Groundwater Basin. New impervious surfaces created by the project would be limited to a relatively small foundation necessary to support the proposed sign column, and the project would not include any water use. Thus, the project would not interfere substantially with groundwater recharge within the North American Subbasin.

Based on the above, the proposed project would not substantially degrade groundwater quality or substantially interfere with groundwater recharge, and a ***less-than-significant*** impact would occur.

ci-iii. The proposed project is not anticipated to create a substantial amount of new impervious surfaces on the project site. The proposed impervious surfaces would be limited to a concrete foundation supporting the proposed sign column. Furthermore, only a small portion of the soil would be exposed during construction of the project and, thus, the project would not result in substantial erosion or siltation.

Consequently, the proposed project would not substantially increase stormwater runoff relative to existing conditions. Due to the minimal amount of impervious surfaces created by the project, the proposed project would result in a ***less-than-significant*** impact related to soil erosion, surface runoff, and stormwater drainage.

civ. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map for the project site, the project site is located within an Area of Minimal Flood Hazard (Zone X). The site is not classified as a Special Flood Hazard Area or otherwise located within a 100-year or 500-year floodplain. Therefore, development of the proposed project would not impede or redirect flood flows and ***no impact*** would result.

d. As discussed under question 'civ' above, the project site is not located within a flood hazard zone. Tsunamis are defined as sea waves created by undersea fault movement, whereas a seiche is a long-wavelength, large-scale wave action set up in a closed body of water such as a lake or reservoir. The project site is not located in proximity to a coastline and would not be potentially affected by flooding risks associated with tsunamis. Seiches do not pose a risk to the proposed project, as the project site is not located adjacent to a large closed body of water. Based on the above, the proposed project would not pose a risk related to the release of pollutants due to project inundation due to flooding, tsunami, or seiche, and ***no impact*** would occur.

3.2.10.2 Mitigation Measures

The proposed project would not result in any potentially significant impacts related to hydrology and water quality; therefore, mitigation measures would not be required.

3.2.10.3 References

California Department of Water Resources. 2018. *DWR Groundwater Basin Boundary Assessment Tool (BBAT).* Available at: https://gis.water.ca.gov/app/bbat/. Accessed October 2021.

Federal Emergency Management Agency. 2018. *National Flood Hazard Layer (NFHL) Viewer. Map Number 06061C1032H*. Available: https://www.fema.gov/flood-maps/national-flood-hazard-layer. Accessed October 2021.

3.2.11 Land Use and Planning

XI. Land Use and Planning	Potentially Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Physically divide an established community?	☐	☐	☒	☐
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

3.2.11.1 Discussion

a. A project risks dividing an established community if the project would introduce infrastructure or alter land use so as to change the land use conditions in the surrounding community or isolate an existing land use. Existing land uses in the project vicinity include a commercial area to the north, single-family residences to the west, and I-80 to the east and south. The project would not isolate an existing land use. In addition, as noted under question 'b' below, the project would be allowable under with the site's current land use and zoning designations. As such, the proposed project would not physically divide an established community and a ***less-than-significant*** impact would occur.

b. The project site is currently designated CC per the City of Roseville's General Plan, and is the site zoned PD192. Title 17.17.035 of the RMC specifies that electronic, digital, programmable, and/or illuminated billboards may be installed within City-owned property and visible from I-80 and/or State Route 65. The proposed project would consist of a two-sided electronic billboard visible from I-80; thus, the proposed project would be consistent with Title 17.17.035 of the RMC. Therefore, the project would be consistent with the type and intensity of uses anticipated for the site in the General Plan and generally analyzed in the General Plan EIR. Furthermore, as demonstrated throughout this IS/MND, the proposed project would not conflict with City policies and regulations adopted for the purpose of avoiding or mitigating an environmental effect.

   Based on the above, the project would not cause a significant environmental impact due to conflicts with a land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, a ***less-than-significant*** impact would occur.

3.2.11.2 Mitigation Measures

The proposed project would not result in any potentially significant impacts related to land use and planning. Therefore, mitigation measures would not be required.

3.2.11.3 References

City of Roseville. *City of Roseville General Plan 2035*. Adopted June 15, 2016. Amended August 17, 2016. Available at: https://www.roseville.ca.us/cms/One.aspx?portalId=7964922&pageId=8774544. Accessed October 2021.

City of Roseville. *City of Roseville Zoning Map*. Adopted July 26, 1996. Last updated: March 2017. Available at: https://www.roseville.ca.us/cms/One.aspx?portalId=7964922&pageId=10990649. Accessed October 2021.

City of Roseville. *Roseville Municipal Code Title 17.17.035.* Adopted October 15, 2011.

3.2.12 Mineral Resources

XII. Mineral Resources	Potentially Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒

3.2.12.1 Discussion

a,b. Mineral extraction operations do not exist on or adjacent to the project site. Mineral resources are not evaluated in the *City of Roseville 2035 General Plan Update EIR* because the City does not designate any territory within the City for Resource extraction and the City does not overlie any known deposits of economically valuable mineral sources. Additionally, the City does not have a Surface Mining and Reclamation Act permit. Because the project site does not contain mineral resources and the construction of the proposed project would not result in the loss of any known mineral resources, ***no impact*** to mineral resources would occur.

3.2.12.2 Mitigation Measures

The proposed project would not result in any potentially significant impacts related to mineral resources. Therefore, mitigation measures would not be required.

3.2.12.3 References

City of Roseville. *2035 General Plan Update EIR.* August 5, 2020. Available at: https://www.roseville.ca.us/government/departments/development_services/planning/general_plan_development_guidelines. Accessed October 2021.

City of Roseville. *City of Roseville General Plan 2035*. Adopted June 15, 2016. Amended August 17, 2016. Available at: https://www.roseville.ca.us/cms/One.aspx?portalId=7964922&pageId=8774544. Accessed October 2021.

3.2.13 Noise

XIII. Noise	Potentially Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies?	☐	☐	☒	☐
b. Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c. For a project located within the vicinity of a private airstrip or 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?	☐	☐	☐	☒

3.2.13.1 Discussion

a. The following sections present information regarding sensitive noise receptors in proximity to the project site, the existing noise environment, and the potential for the proposed project to result in impacts during project construction and operation. The following term is referenced in the sections below:

- Decibel (dB): A unit of sound energy intensity. An A-weighted decibel (dBA) is a decibel corrected for the variation in frequency response to the typical human ear at commonly encountered noise levels. All references to decibels (dB) in this section will be A-weighted unless noted otherwise.

Sensitive Noise Receptors

Some land uses are considered more sensitive to noise than others, and, thus, are referred to as sensitive noise receptors. Land uses often associated with sensitive noise receptors generally include residences, schools, libraries, hospitals, and passive recreational areas. Noise sensitive land uses are typically given special attention in order to achieve protection from excessive noise. In the vicinity of the project site, the nearest existing noise sensitive land use is the single-family residence located approximately 100 feet west of the location within the project site where the proposed billboard would be installed.

Existing Noise Environment

The ambient noise environment in the project vicinity is primarily characterized by vehicle traffic on major roadways within the vicinity of the project site, including I-80 and Douglas Boulevard, and, to a lesser extent, by vehicle traffic on smaller local roadways, including Wayne Drive, Marion Avenue, Melrose Avenue, and South Harding Boulevard.

Standards of Significance

Policy N1.9 from the Roseville General Plan Noise Element states that construction-related noise that would be consistent with the Roseville Noise Ordinance (RMC, Chapter 9.24, Noise Regulation) would be exempt from the noise standards outlined in the Noise Element Noises resulting from construction activities are prohibited by the RMC, Chapter 9.24, Noise Regulation, during nighttime hours (7:00 PM to 7:00 AM, Monday through Friday, and 8:00 PM to 8:00 AM, Saturday, Sunday and, Holidays). The RMC also specifies that all construction equipment shall be fitted with factory installed muffling devices and that all construction equipment shall be maintained in good working order in order to prevent excessive noise.

Impact Analysis

During construction of the proposed project, heavy equipment would be used for auger drilling and assembly of the proposed sign's support column, which would result in temporary noise level increases during the construction period. Noise levels would vary depending on the type of equipment used, how the equipment is operated, and how well the equipment is maintained. Table 3.2.13-1 shows maximum noise levels associated with typical construction equipment.

Table 3.2.13-1. Construction Equipment Noise

Type of Equipment	Maximum Level, dB at 50 feet
Backhoe	78
Compressor (air)	78
Excavator	81
Generator	81
Pneumatic Tools	85

Source: Federal Highway Administration, Roadway Construction Noise Model User's Guide, January 2006.

As demonstrated in the table, activities involved in typical construction would generate maximum noise levels up to 85 dB at a distance of 50 feet. Given that the existing single-family residences to the west and southwest of the site are located approximately 100 feet from the proposed sign foundation, noise levels would be reduced. At a distance of 100 feet, the maximum noise level at the nearest residence would be approximately 79 dB.

Temporary construction noises are exempt from the City's noise standards. Nonetheless, pursuant to RMC Chapter 9.24, Noise Regulation, construction would only occur during allowable hours, and all construction equipment would be fitted with muffling devices and maintained in good working order. Compliance with such restrictions would ensure that construction noise associated with the proposed project would be less than significant.

Per the 2011 Sign Ordinance IS/ND, electronic billboards are not known to emit noise or sound; thus, operation of the proposed project would not result in increased noise levels.

Conclusion

Based on the above, project construction noise would not conflict with the City's General Plan if restricted to the hourly limits established by the City's Noise Ordinance. In addition, the proposed project would not generate any noise level increases during operation. Therefore, the proposed project would not result in a temporary exceedance of the standards established in the local general plan or noise ordinance, or applicable standards of other agencies, and a ***less-than-significant*** impact would occur.

b. Similar to noise, vibration involves a source, a transmission path, and a receiver. However, noise is generally considered to be pressure waves transmitted through air, whereas vibration usually consists of the excitation of a structure or surface. As with noise, vibration consists of an amplitude and frequency. A person's perception of the vibration depends on their individual sensitivity to vibration, as well as the amplitude and frequency of the source and the response of the system which is vibrating.

Vibration is measured in terms of acceleration velocity, or displacement. A common practice is to monitor vibration in terms of peak particle velocities (PPV) in inches per second (in/sec). Standards pertaining to perception as well as damage to structures have been developed for vibration levels defined in terms of PPV. Human and structural response to different vibration levels is influenced by a number of factors, including ground type, distance between source and receptor, duration, and the number of perceived vibration events.

Table 3.2.13-2, which was developed by Caltrans, shows the vibration levels that would normally be required to result in damage to structures. As presented in the table, the threshold for architectural damage to structures is 0.20 in/sec PPV and continuous vibrations of 0.10 in/sec PPV, or greater, would likely cause annoyance to sensitive receptors.

The only vibration-generating activities associated with the proposed project would occur during construction activities. Table 3.2.13-3 shows the typical vibration levels produced by construction equipment at various distances. The most substantial source of groundborne vibrations associated with project construction would likely be the use of auger/drill rigs. At a distance of 25 feet or greater, vibration levels from such equipment would be below the 0.20 in/sec threshold recommended by Caltrans.

The proposed construction activities would occur at a distance of over 100 feet from the existing single-family residences to the west and southwest of the site. Therefore, per the vibration levels shown in Table 3.2.13-3, groundborne vibrations would be below the 0.20 in/sec PPV threshold established by Caltrans for architectural damage to buildings. Additionally, construction activities would be temporary in nature and are anticipated to occur during normal daytime working hours.

Table 3.2.13-2. Effects of Vibration on People and Buildings

PPV			
mm/sec	**in/sec**	**Human Reaction**	**Effect on Buildings**
0.15 to 0.30	0.006 to 0.019	Threshold of perception; possibility of intrusion	Vibrations unlikely to cause damage of any type
2.0	0.08	Vibrations readily perceptible	Recommended upper level of the vibration to which ruins and ancient monuments should be subjected
2.5	0.10	Level at which continuous vibrations begin to annoy people	Virtually no risk of "architectural" damage to normal buildings
5.0	0.20	Vibrations annoying to people in buildings (this agrees with the levels established for people standing on bridges and subjected to relative short periods of vibrations)	Threshold at which there is a risk of "architectural" damage to normal dwelling - houses with plastered walls and ceilings. Special types of finish such as lining of walls, flexible ceiling treatment, etc., would minimize "architectural" damage
10 to 15	0.4 to 0.6	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges	Vibrations at a greater level than normally expected from traffic, but would cause "architectural" damage and possibly minor structural damage

Source: Caltrans. Transportation Related Earthborne Vibrations. TAV-02-01-R9601. February 20, 2002.

Table 3.2.13-3 Vibration Levels for Various Construction Equipment

Type of Equipment	PPV at 25 feet (in/sec)	PPV at 50 feet (in/sec)
Loaded Trucks	0.076	0.025
Small Bulldozer	0.003	0.000
Auger/drill Rigs	0.089	0.029

Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Guidelines, May 2006.

The proposed project would only cause elevated vibration levels during construction, as the proposed project would not involve any uses or operations that would generate substantial groundborne vibration.

Based on the above, the proposed project would not expose people to or generate excessive groundborne vibration or groundborne noise levels, and a ***less-than-significant*** impact would occur.

c. The nearest airport to the project site is the Sacramento McClellan Airport, located approximately 8.5 miles southwest of the project site. Thus, the project site is not located within two miles of any public airports, and does not fall within an airport land use plan area. Therefore, ***no impact*** would occur related to the project being located within an airport land use plan or within two miles of a public airport or public use airport, thereby resulting in a safety hazard or excessive noise for people residing or working in the project area.

3.2.13.2 Mitigation Measures

The proposed project would not result in any potentially significant impacts related to noise. Therefore, mitigation would not be required.

3.2.13.3 References

City of Roseville. *General Plan Noise Element*. Available at: https://p1cdn4static.civiclive.com/UserFiles/Servers/Server_7964838/File/Government/Departments/Development%20Services/Planning/General%20Plan/Final%20General%20Plan%202020/09%20Noise_Final.pdf. Accessed October 2021.

City of Roseville. *Roseville Municipal Code Chapter 9.24 Noise Regulation*. Available at: https://qcode.us/codes/roseville/. Accessed October 2021.

3.2.14 Population and Housing

XIV. Population and Housing	Potentially Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	☐	☐	☐	☒
b. Displace a substantial number of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

3.2.14.1 Setting

a,b. The proposed project would include the construction of an electronic media sign. The project site is located in a developed area and would not include the extension of major infrastructure. Given the nature of the proposed project, the project would not create a large number of jobs or result in an influx of new residents to the project area. In addition, the proposed project would not include the construction of new housing or the demolition of existing residences. Therefore, the project would not result in substantial unplanned population growth or the displacement of existing people or housing, and ***no impact*** would occur.

3.2.14.2 Mitigation Measures

The proposed project would not result in any potentially significant impacts related to population and housing. Therefore, mitigation would not be required.

3.2.14.3 References

None.

3.2.15 Public Services

XV. Public Services	Potentially Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or a need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:				
Fire protection?	☐	☐	☐	☒
Police protection?	☐	☐	☐	☒
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒

3.2.15.1 Discussion

a. The Roseville Fire Department operates nine fire stations that provide fire protection, suppression, emergency medical services, and hazardous material management within the City of Roseville, including the project site. The closest station is located approximately 0.7 miles northwest of the project site (Fire Station No. 1). The Roseville Police Department, headquartered approximately 1.75 miles northwest of the project site at 1051 Junction Boulevard, provides police protection services throughout the City. Because the proposed project would not add any additional residents to the area, an increase in demand for fire and police services would not occur.

The project site is located within the Roseville City School District. Because the proposed project would not result in population growth in the area, implementation of the project would not generate additional demand for school facilities.

The nearest existing park to the project site is Garbolino Park, located approximately 900 feet west of the project site. Because the proposed project would not result in population growth in the area, additional demand for parks would not occur.

Based on the above, the proposed project would result in ***no impact*** relating to the provision of public services, including fire and police protection, schools, parks, and other public facilities.

3.2.15.2 Mitigation Measures

The proposed project would not result in any potentially significant impacts related to the provision of public services. Therefore, mitigation would not be required.

3.2.15.3 References

City of Roseville. 2017. *Location of Roseville Fire Stations*. Roseville, California. Available at: https://www.roseville.ca.us/UserFiles/Servers/Server_7964838/File/Government/Departments/Fire%20Dept/Fire%20Station%20Locations/Location%20of%20Roseville%20Fire%20Stations%20-%202017.pdf. Accessed October 2021.

3.2.16 Recreation

XVI. Recreation	Potentially Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b. Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☐	☒

3.2.16.1 Discussion

a,b. The proposed project would include the development of a two-sided electronic media sign on a site that is currently designated for uses which are commercial in nature. The proposed project would not result in any population growth that could result in increased use of existing recreational facilities, nor would the proposed project include or require construction or expansion of existing recreational facilities. Thus, ***no impact*** would occur.

3.2.16.2 Mitigation Measures

The proposed project would not result in any potentially significant impacts related to recreational facilities. Therefore, mitigation would not be required.

3.2.16.3 References

None.

3.2.17 Transportation

XVII. Transportation	Potentially Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Conflict with a program, plan, ordinance, or policy addressing the circulation system including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
b. Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	☐	☐	☒	☐
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d. Result in inadequate emergency access?	☐	☐	☒	☐

3.2.17.1 Discussion

a-d. During construction, the proposed project would generate a minor amount of traffic on local roadways associated with construction worker commutes and the transport of materials for the proposed sign. However, such construction traffic would be limited, and would be temporary in nature. The proposed project would not include construction of new roadways or extension of existing roadways. In addition, the proposed project would not include development which would alter or increase demand for transit, bicycle, or pedestrian facilities. While the proposed project would temporarily result in an increase in VMT during the construction period, operation and maintenance of the proposed project would not affect local or regional VMT. Thus, impacts relating to VMT would be less than significant, and the project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities or with CEQA Guidelines section 15064.3, subdivision (b). Furthermore, because the project would not alter the existing circulation network, the project would not substantially increase hazards due to a geometric design feature or incompatible uses or result in inadequate emergency access.

Based on the above, the proposed project would result in a ***less-than-significant*** impact related to transportation.

3.2.17.2 Mitigation Measures

The proposed project would not result in any potentially significant impacts related to transportation. Therefore, mitigation would not be required.

3.2.17.3 References

None.

3.2.18 Tribal Cultural Resources

XVIII. Tribal Cultural Resources	Potentially Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☒	☐	☐
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

3.2.18.1 Discussion

a,b. The project site has already been subject to previous disturbance associated with the Christmas tree business located on the northern portion of the project site. Additionally, the project would not involve substantial ground disturbing activities. Based on the history of disturbance at the project site, tribal cultural resources are not expected to occur within the project site.

A search of the NAHC's Sacred Lands File was conducted, and did not indicate the presence of any known cultural resources on the project site. In compliance with AB 52 (Public Resources Code Section 21080.3.1), the City distributed project notification letters to the appropriate Tribes on October 5, 2021. The United Auburn Indian Community indicated that the project site is located between two areas that are considered sensitive, and the potential exists for buried tribal cultural sites or items to be present on-site. The City of Roseville began formal consultation with the United Auburn Indian Community on October 8, 2021. Consultation was concluded on October 22, 2021, with mutual agreement based on the identified mitigation measures.

Based on the above, although not anticipated, the potential exists that previously unknown subsurface tribal cultural resources could be present on the project site. Should buried or otherwise unknown tribal cultural resources be encountered and/or damaged during construction, a potentially significant impact would occur. However, implementation of Mitigation Measures TCR-1 and TCR-2 would reduce the potential impact to ***less than significant with mitigation incorporated***.

3.2.18.2 Mitigation Measures

Mitigation Measure TCR-1: Implement Measures to Protect Unanticipated Discoveries.

If subsurface deposits believed to be cultural or human in origin, or tribal cultural resources, are discovered during construction, all work shall halt within a 100-foot radius of the discovery, and the Construction Manager shall immediately notify the City of Roseville Development Services Director by phone. The Construction Manager shall also immediately coordinate with the monitoring archeologist or project archaeologist and tribal monitor (if present), or, in the absence of either, contact consulting tribe(s) and a qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for archaeology and subject to approval by the City, to evaluate the significance of the find and develop appropriate management recommendations, in coordination with the consulting tribe(s) if the find is a tribal cultural resource.

All management recommendations shall be provided to the City in writing for the City's review and approval. If recommended by the qualified professional archeologist, and consulting tribe(s), and approved by the City, this may include modification of the no-work radius.

The professional archaeologist must make a determination, based on professional judgement and supported by substantial evidence, within one business day of being notified, as to whether or not the find represents a cultural or tribal cultural resource or has the potential to be a cultural or tribal cultural resource. The consulting tribe shall also be provided the opportunity to determine, within one business day of being notified, whether or not the find represents a tribal cultural resource or has the potential to be a tribal cultural resource. The subsequent actions will be determined by the type of discovery, as described below. These include: 1) a work pause that, upon further investigation, is not actually a discovery and the work pause was simply needed in order to allow for closer examination of soil (a "false alarm"); 2) a work pause and subsequent action for discoveries that are clearly not related to tribal resources, such as can and bottle dumps, artifacts of European origin, and remnants of built environment features; and 3) a work pause and subsequent action for discoveries that are likely related to tribal resources, such as midden soil, bedrock mortars, groundstone, or other similar expressions.

Whenever there is question as to whether or not the discovery represents a tribal resource, culturally affiliated tribes shall be consulted in making the determination. Whenever a tribal monitor is present, the monitor shall be consulted.

The following processes shall apply, depending on the nature of the find, subject to the review and approval of the City:

- *Response to False Alarms: If the professional archaeologist determines that the find is negative for any cultural indicators and tribal representatives have not indicated the find is a tribal cultural resource, then work may resume immediately upon notice to proceed from the City's representative. No further notifications or archaeological consultation is necessary if it is determined that the discovery is not a cultural or tribal cultural resource of any kind. The professional archaeologist shall provide written documentation of this finding to the City, which shall include as an attachment any written documentation provided by tribal representatives or monitors.*
- *Response to Non-Tribal Discoveries: If a tribal monitor is not present at the time of discovery and a professional archaeologist determines that the find represents a non-tribal cultural resource from any time period or cultural affiliation, the City shall be notified immediately, to consult on a finding of eligibility and implementation of appropriate treatment measures, if the find is determined to be a Historical Resource under CEQA, as defined in Section 15064.5(a) of the CEQA Guidelines. The professional archaeologist shall provide a photograph of the find and a written description to the City of Roseville. The City of Roseville will notify any [tribe(s)] who, in writing, requested notice of unanticipated discovery of non-tribal resources. Notice shall include the photograph and description of the find, and a tribal representative shall have the opportunity to determine whether or not the find represents a tribal cultural resource. If a response is not received within 24 hours of notification (none of which time period may fall on weekends or City holidays), the City will deem this portion of the measure completed in good faith as long as the notification was made and documented. If requested by a [tribe(s)], the City may extend this timeframe, which shall be documented in writing (electronic communication may be used to satisfy this measure). If a notified tribe responds within 24 hours to indicate that the find represents a tribal cultural resource, then the Response to Tribal Discoveries portion of this measure applies. If the tribe does not respond or concurs that the discovery is non-tribal, work shall not resume within the no-work radius until the City, through consultation as appropriate, determines that the site either: 1) is not a Historical Resource under CEQA, as defined in Section 15064.5(a) of the CEQA Guidelines; or 2) that the treatment measures have been completed to its satisfaction.*
- *Response to Tribal Discoveries: If the find represents a tribal or potentially tribal cultural resource that does not include human remains, the consulting tribe(s) and City shall be notified. The City will consult with the tribe(s) on a finding of eligibility and implement appropriate treatment measures, if the find is determined to be either a Historical Resource under CEQA, as defined in Section 15064.5(a) of the CEQA Guidelines, or a Tribal Cultural Resource, as defined in Section 21074 of the Public Resources Code. Preservation in place is the preferred treatment, if feasible. Work shall not resume within the no-work radius until the City, through consultation as appropriate, determines that the site either: 1) is not a Historical Resource under CEQA, as defined in Section 15064.5(a) of the CEQA Guidelines; or 2) not a Tribal*

Cultural Resource, as defined in Section 21074 of the Public Resources Code; or 3) that the treatment measures have been completed to its satisfaction.

- *Response to Human Remains: If the find includes human remains, or remains that are potentially human, the construction supervisor or on-site archaeologist and (if present) tribal monitor shall ensure reasonable protection measures are taken to protect the discovery from disturbance (AB 2641) and shall notify the City and Placer County Coroner (per § 7050.5 of the Health and Safety Code). The provisions of § 7050.5 of the California Health and Safety Code, § 5097.98 of the California Public Resources Code, and Assembly Bill 2641 shall be implemented. If the Coroner determines the remains are Native American and not the result of a crime scene, the Coroner will notify the Native American Heritage Commission (NAHC), which then will designate a Native American Most Likely Descendant (MLD) for the project (§ 5097.98 of the Public Resources Code). The designated MLD will have 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains. Public Resources Code § 5097.94 provides structure for mediation through the NAHC if necessary. If the landowner does not agree with the recommendations of the MLD, the NAHC can mediate (§ 5097.94 of the Public Resources Code).*

If no agreement is reached, the landowner must rebury the remains in a respectful manner where they will not be further disturbed (§ 5097.98 of the Public Resources Code). This will also include either recording the site with the NAHC or the appropriate Information Center; using an open space or conservation zoning designation or easement; or recording a reinternment document with the county in which the property is located (AB 2641). Work shall not resume within the no-work radius until the City, through consultation as appropriate, determines that the treatment measures have been completed to its satisfaction.

3.2.18.3 References

Native American Heritage Commission. *Roseville Digital Billboard Project*. November 7, 2021.

North Central Information Center. *Records Search Results for Roseville Digital Billboard Project / APN: 014-183-029, NCIC File No.: PLA-21-78*. September 30, 2021.

3.2.19 Utilities and Service Systems

XIX. Utilities and Service Systems	Potentially Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	☒	☐
c. Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d. Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

3.2.19.1 Discussion

a-e. Electricity for the proposed project would be provided by a new connection to an existing transformer. Water, wastewater, storm drainage infrastructure would not be impacted by the proposed project, as the project would not require connections to such utility features. While construction of the proposed project could generate a small amount of solid waste, the waste could be accommodated by the existing landfill facilities serving the City. Operation of the proposed project would not require solid waste or landfill services. Overall, the proposed project would not require the relocation or construction of new or expanded utilities.

Given that the proposed project is consistent with the site's current General Plan land use and zoning designations, the utility infrastructure within the project vicinity has been designed with adequate capacity to accommodate the minor increase in electricity

demand from development of the proposed electronic media sign, as well as other existing and planned uses in the project area. Therefore, the project would result in a ***less-than-significant*** impact related to utilities and service systems.

3.2.19.2 Mitigation Measures

The proposed project would not result in any potentially significant impacts related to utilities and service systems. Therefore, mitigation would not be required.

3.2.19.3 References

None.

3.2.20 Wildfire

XX. Wildfire	Potentially Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks of, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts on the environment?	☐	☐	☐	☒
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

3.2.20.1 Discussion

a-d. According to the CAL FIRE Fire and Resource Assessment Program, the project site is not located within or near a State Responsibility Area or lands classified as a VHFHSZ. The nearest VHFHSZ is approximately 10 miles east of the project site. The project site is located in a Local Responsibility Area where the Roseville Fire Department is responsible for fire protection services. Because the proposed project consists only of the installation of an electronic billboard and does not involve adding new residents or changing circulation patterns, the proposed project would not impair implementation of an adopted emergency response plan or emergency evacuation plan. Additionally, the topography of the project site is relatively flat, and the site is located in an urbanized area of the City; thus, the project site is not susceptible to downstream flooding or landslide. Therefore, the proposed project would not be subject to substantial risks related to wildfires, and a ***less-than-significant*** impact would occur.

3.2.20.2 Mitigation Measures

The proposed project would not result in any potentially significant impacts related to wildfire. Therefore, mitigation would not be required.

3.2.20.3 References

California Department of Forestry and Fire Protection. *Fire Hazard Severity Zone Viewer.* Available at: https://egis.fire.ca.gov/FHSZ/. Accessed October 2021.

3.2.21 Mandatory Findings of Significance

XXI. Mandatory Findings of Significance	Potentially Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
a. Does the project have the potential to substantially 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 a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b. Does the project have impacts that are individually limited but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☐	☐	☒	☐
c. Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

3.2.21.1 Discussion

a. As discussed in Section 3.2.4, Biological Resources, of this IS/MND, the project site has already been subject to substantial disturbance and construction of the proposed project would not further degrade the quality of the environment, substantially reduce or impact the habitat of substantially reduce or impact the habitat of fish or wildlife species, cause fish or wildlife populations to drop below self-sustaining levels, threaten to eliminate a plant or animal community or reduce the number or restrict the range of a rare or endangered plant or animal. Due to previous disturbance and development of the site, the site does not contain any known historic or prehistoric resources. However, the possibility remains that previously-unknown cultural resources or tribal cultural resources could be encountered during ground disturbing activities. Implementation of Mitigation Measures CUL-1, CUL-2, and TCR-1 would ensure that the proposed project would not eliminate important examples of the major periods of California history or prehistory. Therefore, potential impacts would be ***less-than-significant with mitigation incorporated.***

b. The proposed project, in conjunction with other development within the City of Roseville, could incrementally contribute to cumulative impacts in the area. However, as

demonstrated in this IS/MND, all potential environmental impacts that could occur as a result of implementation of the proposed project would result in no impact or a less-than-significant impact through applicable General Plan policies and RMC Standards, as well as other local and state policies. In addition, the proposed project would be consistent with the project site's current land use and zoning designations. Therefore, development of the proposed project would not result in a cumulatively considerable contribution to cumulative impacts to cumulative impacts in the City of Roseville, and the proposed project's incremental contribution to cumulative impacts would be ***less than significant.***

c. As described in this IS/MND, the proposed project would comply with all applicable General Plan policies, RMC standards, and other applicable local and State regulations. In addition, as discussed in Section 3.2.3, Air Quality, Section 3.2.7, Geology and Soils, Section 3.2.8, Greenhouse Gas Emissions, Section 3.2.9, Hazards and Hazardous Materials, Section 3.2.13, Noise, and Section 3.2.17, Transportation, of this IS/MND, the proposed project would not cause substantial effects to human beings, including effects related to exposure to air pollutants, hazardous materials, noise, and traffic. Therefore, the proposed project would result in a ***less-than-significant*** impact.