

April 2024 | Initial Study

ROSEVILLE HIGH SCHOOL IMPROVEMENT PROJECT

Roseville Joint Union High School District

Prepared for:

Roseville Joint Union High School District

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Table of Contents

Section	Page
1. INTRODUCTION.....	1
PROJECT LOCATION.....	1
ENVIRONMENTAL SETTING.....	1
EXISTING ZONING AND GENERAL PLAN.....	9
PROJECT DESCRIPTION.....	9
2. ENVIRONMENTAL CHECKLIST.....	21
PROJECT INFORMATION.....	21
ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED.....	24
DETERMINATION (TO BE COMPLETED BY THE LEAD AGENCY).....	24
EVALUATION OF ENVIRONMENTAL IMPACTS.....	25
3. ENVIRONMENTAL ANALYSIS	33
AESTHETICS.....	33
AGRICULTURE AND FORESTRY RESOURCES.....	35
AIR QUALITY.....	36
BIOLOGICAL RESOURCES.....	44
CULTURAL RESOURCES.....	47
ENERGY.....	51
GEOLOGY AND SOILS.....	54
GREENHOUSE GAS EMISSIONS.....	57
HAZARDS AND HAZARDOUS MATERIALS.....	61
HYDROLOGY AND WATER QUALITY.....	65
LAND USE AND PLANNING.....	70
MINERAL RESOURCES.....	71
NOISE.....	71
POPULATION AND HOUSING.....	80
PUBLIC SERVICES.....	80
RECREATION.....	82
TRANSPORTATION.....	82
TRIBAL CULTURAL RESOURCES.....	84
UTILITIES AND SERVICE SYSTEMS.....	86
WILDFIRE.....	89
MANDATORY FINDINGS OF SIGNIFICANCE.....	91
4. REFERENCES.....	93
5. LIST OF PREPARERS	97
LEAD AGENCY.....	97
PLACEWORKS.....	97

APPENDICES

Appendix A	Air Quality, Greenhouse Gas, and Energy Modeling Data
Appendix B	Construction HRA Modeling
Appendix C	Fundamentals of Noise
Appendix D	Historic Resources Evaluation Report

Table of Contents

List of Figures

Figure		Page
Figure 1	Regional Location	3
Figure 2	Local Vicinity	5
Figure 3	Aerial Photograph.....	7
Figure 4	Overall Site Plan.....	11
Figure 5	Demolition and Removal of Portables.....	15

List of Tables

Table		Page
Table 1	Roseville High School 10-Year Enrollment History	2
Table 2	Maximum Daily Construction-Related Criteria Air Pollutant Emissions.....	38
Table 3	Maximum Daily Regional Operation Emissions	39
Table 4	Unmitigated Construction Risk Summary	40
Table 5	Mitigated Construction Risk Summary	41
Table 6	Project Annual Electricity Consumption	52
Table 7	Project-Related Construction GHG Emissions.....	58
Table 8	Project-Related Operation GHG Emissions.....	59
Table 9	Construction Best Management Practices	66
Table 10	Short-Term Noise Measurements Summary	72
Table 11	Project-Related Construction Noise by Activity Phase, dBA L_{eq}	76

Acronyms and Abbreviations

AAQS	ambient air quality standards
AB	Assembly Bill
ADT	average daily traffic
BMP	best management practices
CalEEMod	California Emissions Estimator Model
CAL FIRE	California Department of Forestry and Fire Protection
CALGreen	California Green Building Standards Code
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBC	California Building Code
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CFC	California Fire Code
CNEL	community noise equivalent level
CO	carbon monoxide
cy	cubic yard
dB	decibel
dba	A-weighted decibel
DPM	diesel particulate matter
DTSC	Department of Toxic Substances Control
EO	Executive Order
EOP	emergency operations plan
FHSZ	fire hazard severity zone
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GHG	greenhouse gas
HRA	health risk assessment
HVAC	heating, ventilating, and air conditioning system
in/sec	inches per second
LCFS	low-carbon fuel standard
Leq	equivalent continuous noise level
Lmax	maximum noise level
LOS	level of service

Acronyms and Abbreviations

MBTA	Migratory Bird Treaty Act
MER	Maximally exposed receptor
MMCF	million cubic feet per day
MS4	Municipal Separate Storm Sewer System
MTCO _{2e}	metric tons of CO ₂ -equivalent emissions
NESHAP	National Emission Standards for Hazardous Air Pollutants
NO _x	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
PCAPCD	Placer County Air Pollution Control District
PCTPA	Placer County Transportation Planning Agency
PG&E	Pacific Gas and Electric Company
PM ₁₀	coarse particulate matter
ppm	parts per million
PPV	peak particle velocity
PRC	Public Resources Code
RCNM	Roadway Construction Noise Model
ROG	reactive organic gas
RTP/SCS	regional transportation plan / sustainable communities strategy
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SIP	State Implementation Plan
SRA	State Responsibility Area
SVAB	Sacramento Valley Air Basin
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminant
TCR	tribal cultural resource
USBR	United States Bureau of Reclamation
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
VMT	vehicle miles traveled

1. Introduction

The Roseville Joint Union High School District (District) intends to construct a new multistory classroom building, outdoor dining patio and quad extension, competition pool, tennis courts, and parking lot on the existing Roseville High School campus at 1 Tiger Way in Roseville, California.

PROJECT LOCATION

The project site is at 1 Tiger Way in the central portion of Roseville in Placer County, California. Roseville is in the upper Sacramento Valley, about 18 miles northeast of Sacramento, as shown in Figure 1, *Regional Location*. Roseville is bordered by the City of Citrus Heights to the south and the City of Rocklin to the northeast. The Sierra Nevada is about 30 miles to the east.

As shown in Figure 2, *Local Vicinity*, and Figure 3, *Aerial Photograph*, the 42.25-acre site is west of Berry Street, north of Tiger Way, and east of Campo Street. The project site comprises two parcels—Assessor's Parcel Numbers (APNs) 015-100-013-000 and 011-230-002-000.

Regional access to the project site is provided via Interstate 80 (I-80) (see Figure 1, *Regional Location*, and Figure 2, *Local Vicinity*). I-80 intersects Roseville from north to south. Local access to the project site is via Alta Vista Avenue, Sierra Boulevard, Campo Street, Tiger Way, and Berry Street (see Figure 2, *Local Vicinity*).

ENVIRONMENTAL SETTING

Existing Land Use

Facilities

The project site currently operates as a 9th through 12th grade school. The campus consists of classroom buildings, a library, performing arts theater, three gymnasiums (old auxiliary gymnasium, new auxiliary gym, and Moeller gymnasium), 19 portables, cafeteria, pool, baseball fields, and track. Figure 3, *Aerial Photograph*, shows the existing site facilities from an aerial view.

Access and Circulation

Vehicle access to the project site is currently provided via two driveways via Campo Street and Tiger Way. The school's existing driveways and parking lots are in the southern and western portions of the site. A student drop-off loop with parking is on campus in the southern portion of the site via Tiger Way. Student parking is in the western portion of the site via Campo Street.

1. Introduction

Operations

Roseville High School is one of eight schools operated by the District and serves students from 9th through 12th grade. School hours on Monday, Tuesday, Thursday, and Friday are from 8:30 a.m. to 3:20 p.m. and 9:25 a.m. to 3:20 p.m. on Wednesday.

The 2023-2024 school year enrolled 1,733 students. Table 1, *Roseville High School 10-Year Enrollment History*, shows the 10-year enrollment history for Roseville High School. The highest enrollment of 2,006 students occurred in the 2019-2020 school year. Roseville High School's current capacity is approximately 2,000 students.

Table 1 Roseville High School 10-Year Enrollment History

School Year	Enrollment
2023-2024	1,733
2022-2023	1,617
2021-2022	1,733
2020-2021	1,918
2019-2020	2,006
2018-2019	1,968
2017-2018	1,985
2016-2017	1,987
2015-2016	1,961
2014-2015	1,986
10-Year Average Enrollment:	1,889

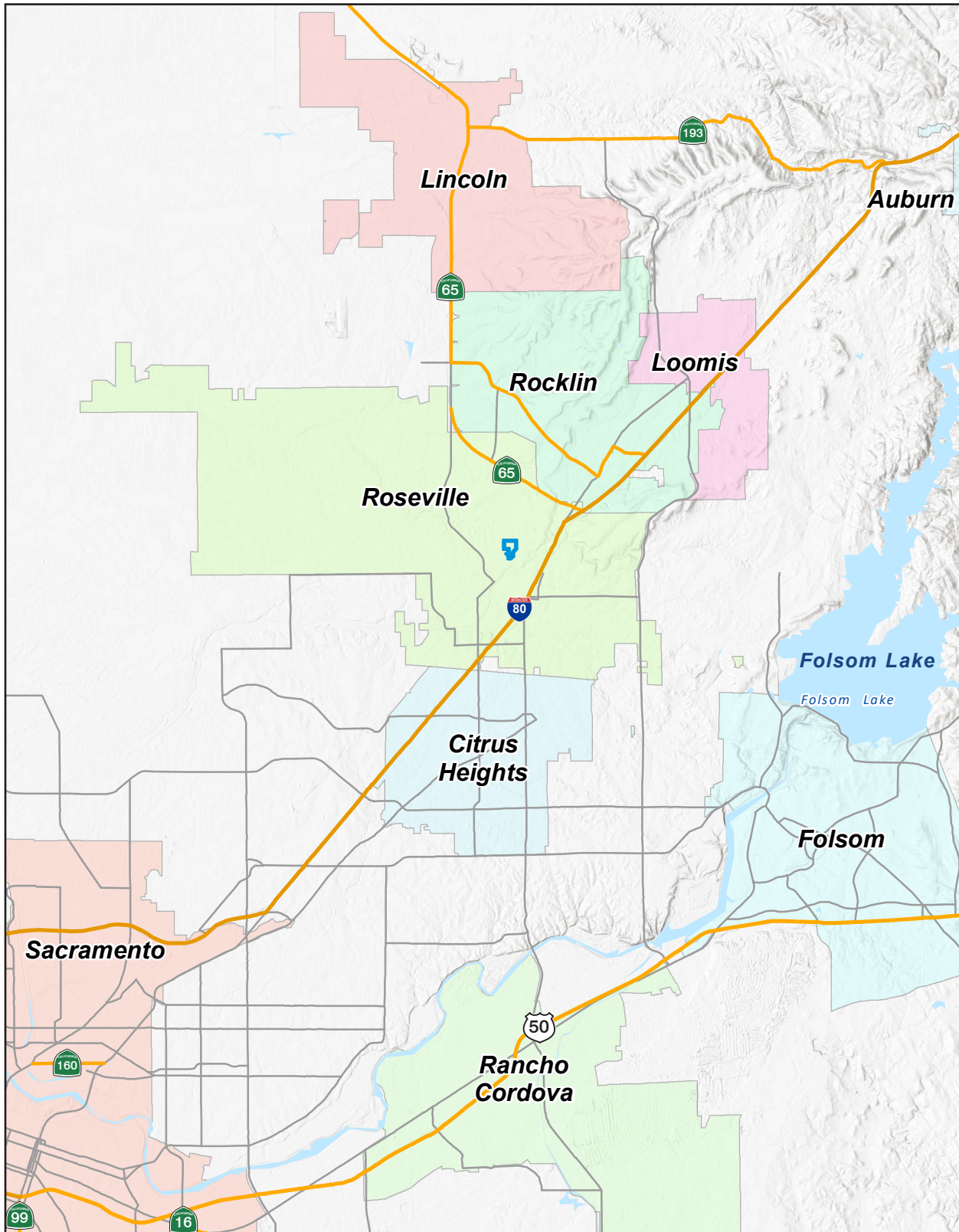
Source: CDE 2023

Surrounding Land Use

As shown in Figure 3, *Aerial Photograph*, the project site is in a residential community with primarily single-family residences. The site is surrounded by the following land uses.

- **North:** Single-family residences and an easement.
- **East:** Roseville Public Cemetery with a mix of industrial and commercial uses.
- **South:** Union Pacific Railroad and a mix of single-family and multifamily residences.
- **West:** Single-family residences and Ferris Spanger Elementary School.

Figure 1 - Regional Location



School Boundary

0 3
Scale (Miles)





Source: Generated using ArcMap 2024.

1. Introduction

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Figure 2 - Local Vicinity



-  School Boundary
-  Project Boundary

0 2,000
Scale (Feet)



Source: Generated using ArcMap 2024.

1. Introduction

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Figure 3 - Aerial Photograph



School Boundary

0 300
 Scale (Feet)



Source: Nearmap 2024.

1. Introduction

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1. Introduction

EXISTING ZONING AND GENERAL PLAN

The prevailing adopted planning and regulatory documents that govern development and use of the project site are the City of Roseville General Plan and Zoning Ordinance (Title 19 of the City of Roseville Municipal Code). The City of Roseville General Plan land use designation of the project site is Public Quasi-Public (P/QP). The project site is zoned Public Quasi-Public (P/QP).¹ The development and design standards and regulations in the City of Roseville Zoning Ordinance, which implements the City of Roseville General Plan, constitute the zoning regulations that govern development of the project site. As proposed, the Roseville High School Improvement Project is permitted under the P/QP land use designation and P/QP zoning district.

PROJECT DESCRIPTION

Site Plan

The proposed Roseville High School Improvement Project would be constructed at 1 Tiger Way, Roseville, California, on the existing Roseville High School campus. The proposed project involves the construction of a new 14,000-square-foot multistory classroom building, outdoor dining patio and quad extension, competition pool, tennis courts, and parking lot, and demolition of the 12,000-square-foot old auxiliary gymnasium, 3,000-square-foot pool, and 180-square-foot pool building. Figure 4, *Overall Site Plan*, illustrates the project's site design and location of new facilities.

Facilities

Multistory Classroom Building

The new multistory classroom building would contain, at minimum, 12 standard 960-square-foot classrooms, two large flexible-space classrooms of approximately 1,250 square feet, with one designed to accommodate a fitness class with flexibility to be used for other educational purposes as needs change.

Outdoor Dining Patio and Quad Extension

An outdoor dining patio and quad extension will be constructed next to the proposed multistory classroom building, immediately to the south of the building.

Competition Pool Complex

A new competition pool with a pool building and bleachers, totaling approximately 20,000 square feet will be constructed where an existing parking lot currently exists. The parking lot is next to the Campo Street entrance between the stadium and varsity baseball field. The competition pool will consist of 10 competition lanes and two warm-up lanes. The pool building is expected to include outdoor showers and approximately three single-use bathrooms. No lockers will be included, as students will continue to use gym lockers. A 10-foot-tall, galvanized chain-link fence with privacy slats would be installed around the entire perimeter of the competition

¹ The public/quasi-public district is applied to land intended for education, religious assembly, governmental offices, municipal corporation yards, water treatment plants, power-generating facilities (including privately owned facilities), and other publicly owned facilities.

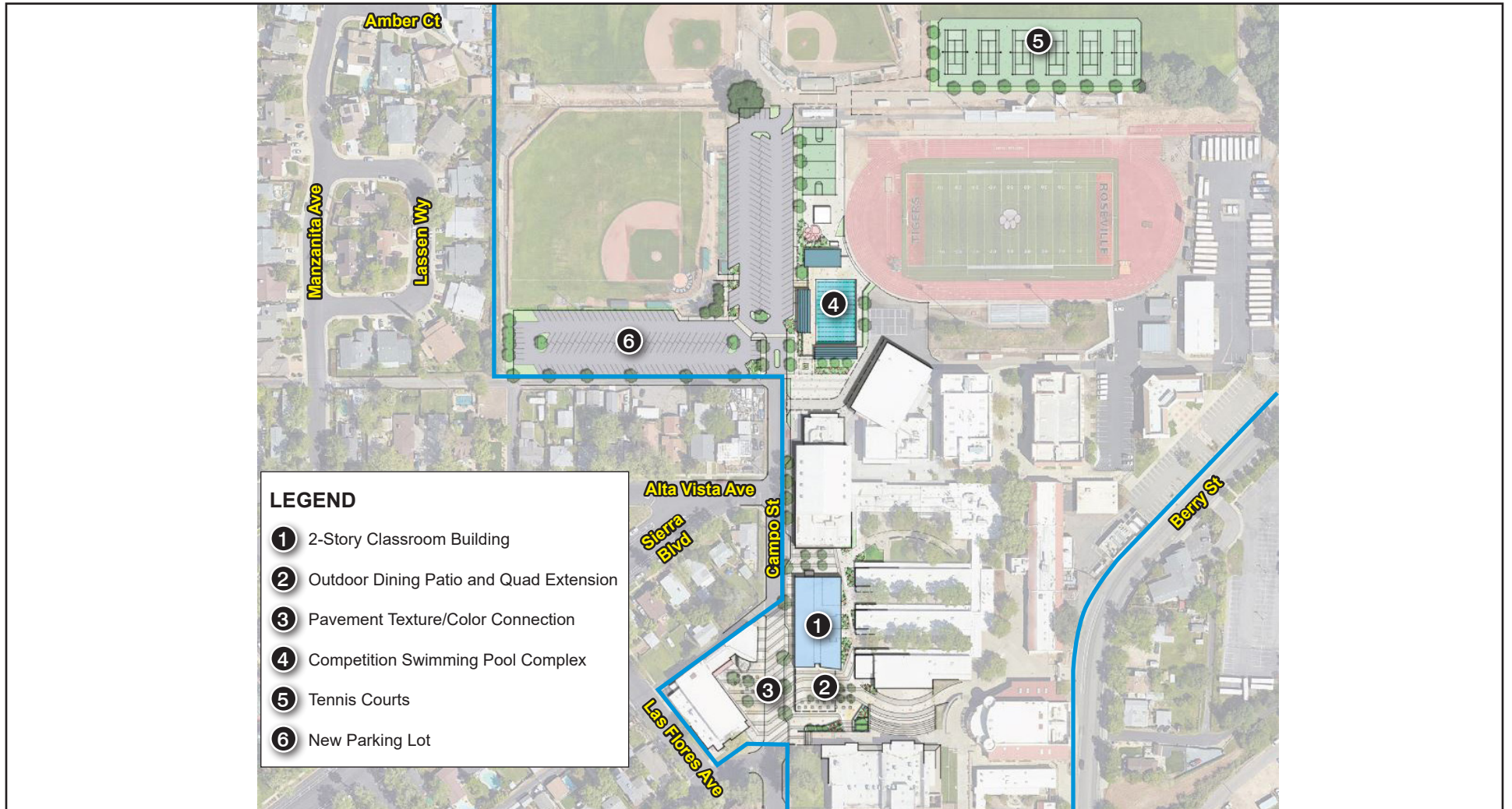
1. Introduction

pool. Two five-tier bleachers will be included (approximately 97 feet x 10 feet and 122 feet x 10 feet). Bleachers would each have an overhead canopy with an approximate seating capacity for 620 people. A lighting system will be included.

Tennis Courts

Six new tennis courts, totaling approximately 37,000 square feet will be constructed north of the stadium where Hanson Field is located. A 10-foot-tall, galvanized chain-link fence would be installed around the entire perimeter of the tennis courts. A lighting system will not be included. The tennis courts will be lockable for security.

Figure 4 - Overall Site Plan



— School Boundary

0 250
Scale (Feet)



Source: Roseville Joint Union High School District.

1. Introduction

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1. Introduction

Landscaping

As shown on Figure 4, *Overall Site Plan*, the project's landscape plan would feature new landscaping around the new multistory classroom building, outdoor dining patio and quad extension, tennis courts, and parking lot. The proposed landscape scheme would include a variety of drought-tolerant ornamental trees, shrubs, and ground cover. No native oak trees would be removed.

Lighting

Light fixtures would be installed inside and around the exterior of the multistory classroom building. Additionally, sports lighting would be installed around the competition pool. Existing lighting inside and around the areas proposed for demolition would be removed.

Pavement Texture and Color Connection

Pavement texture and color connection will be included next to the existing cafeteria and the proposed multistory classroom building and outdoor dining patio and quad extension. Currently, Campo Street separates the existing cafeteria from the rest of the school campus. The proposed pavement texture and color connection will help distinguish the cafeteria as part of the school campus by facilitating a connection and improving overall safety for students and staff that cross the street to access the cafeteria.

Access, Circulation, and Parking

Vehicular Access and Circulation

As shown in Figure 4, *Overall Site Plan*, vehicular access for the project site would be provided via Campo Street and Tiger Way. Staff and visitors would continue to use the Tiger Way driveway entrance while students would continue to use the Campo Street driveway entrance to access student parking. These access points would remain unchanged. The internal path of travel near the Campo Street entrance would be modified to accommodate the new competition pool.

Pedestrian Access and Circulation

Pedestrian access to the project site would continue to be provided via a public sidewalk along the northern and southern side of Berry Street, southern side of Tiger Way, and eastern side of Campo Street; all of these streets are adjacent to the project site. There are two designated crosswalks near the school property at the corner of Tiger Way and Berry Street, as well as one other designated crosswalk along Berry Street that connects a parking lot adjacent to the school campus. There are no designated bike lanes near the school property.

Parking

A parking lot will be re-established where the existing portables are currently located. Parking at this location was once provided prior to placing portables on-site. As such, the parking lot will require striping to delineate parking spaces; no paving will be required. The proposed parking lot will provide a total of 240 parking spaces to accommodate the parking displaced by the new competition pool. Other parking would continue to be provided on campus in the senior parking lot and front entrance parking lot.

1. Introduction

Demolition and Removal of Portables

Figure 5, *Demolition and Removal of Portables*, illustrates the facilities proposed for demolition and the removal of portables. The proposed project would demolish the old auxiliary gymnasium, pool, and pool building. There are 18 portables that will be removed, and one will be relocated on-site.

“Old” Auxiliary Gym

The old auxiliary gymnasium will be demolished to accommodate the new multistory classroom building. The gymnasium is currently unoccupied and non-operational. The auxiliary gymnasium was constructed of cast-in-place concrete approximately 100 years ago and contains materials requiring abatement. Demolition of the old auxiliary gymnasium is scheduled to occur in Phase 1.

Pool

The pool and pool building will be demolished to accommodate the new multistory classroom building. Demolition of the pool is scheduled to occur in Phase 2.

Portables

A total of 18 portables adjacent to the baseball field will be removed and one portable will be relocated for use as offices to accommodate a new parking lot. The portables will remain in use until completion of the new multistory classroom building set for June 2025. These portables will be removed from the school property. Removal of the portables will result in a net loss of four classrooms. Removal and relocation of the portables is scheduled for June 2025.

Figure 5 - Demolition and Removal of Portables



School Boundary

0 100
Scale (Feet)



Source: Roseville Joint Union High School District.

1. Introduction

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1. Introduction

Utilities

The following utilities would serve Roseville High School:

- **Water:** City of Roseville
- **Wastewater:** City of Roseville
- **Electricity:** Roseville Electric
- **Natural Gas:** Pacific Gas and Electric Company
- **Solid Waste Collection:** City of Roseville
- **Cable Television:** AT&T, DirecTV, Xfinity, Dish

Green Building Standards

Green building is the practice of designing, constructing, and operating buildings to maximize occupant health and productivity, use fewer resources, reduce waste and negative environmental impacts, and decrease life-cycle costs (USGBC 2024). The project would be designed using green building practices, including those of the most current California Building Energy Efficiency Standards (Title 24, California Code of Regulations, Part 6) and California Green Building Standards Code (CALGreen) (Title 24, Part 11). The Building Energy Efficiency Standards contain energy and water-efficiency requirements (and indoor air quality requirements) for newly constructed buildings, additions to existing buildings, and alterations to existing buildings. CALGreen is California’s statewide “green” building code. Its purpose 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 in the following categories: planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and environmental quality.

As proposed, project development would include mandatory standards from Divisions 5.1, Planning and Design; 5.2, Energy Efficiency; 5.3, Water Efficiency and Conservation; 5.4, Material Conservation and Resource Efficiency; and 5.5, Environmental Quality, of CalGreen. Some of the specific green building standards address:

- Bicycle parking
- Light pollution reduction
- Water-conserving plumbing fixtures and fittings
- Construction waste reduction, disposal, and recycling
- Recycling by occupants
- Finish material pollutant control

Project Phasing and Construction

Project development is anticipated to be completed in two phases. Phase 1 includes demolition of the old auxiliary gymnasium, which will occur from June to August 2024. Phase 2 will occur from March 2025 to December 2026 in two increments.

1. Introduction

Increment 1 includes:

- Site preparation
- Grading and excavation
- Trenching for site utilities
- Construction of the new competition pool, pool building, and tennis courts.

Increment 2 includes:

- Demolition of the existing pool and pool building
- Site preparation
- Grading and excavation
- Trenching for site utilities
- Construction of the multistory classroom building, outdoor patio, and quad extension
- Removal of existing portables
- Reclaimed parking lot and striping

Overall construction is estimated to take approximately two years and six months, from June 2024 to December 2026. All other existing facilities will remain operational during construction of the proposed project. The proposed project would be fully constructed and operational between late 2026 and early 2027.

Construction activities would include building and asphalt demolition and excavation, site preparation and rough grading, utility trenching, fine grading, building construction, architectural coating, asphalt paving, finishing, and landscaping. All proposed improvements and areas of disturbance would occur on the project site. Construction is proposed to take place between the hours of 7 a.m. and 4 p.m. Monday through Friday, as allowed in the City of Roseville Noise Ordinance, Chapter 9.24, of the Municipal Code. The active construction and staging areas would be on the project site. The level of construction traffic will vary throughout the duration of the project and will depend on specific construction tasks.

The project would require approximately 7,500 cubic yards (cy) of soil to be exported; no soil would be imported. The types and numbers of construction equipment expected to be used during construction activities are summarized in Section 3.3, *Air Quality*.

Discretionary Actions and Approvals

A discretionary action is an action taken by a government agency that calls for an exercise of judgment in deciding whether to approve a project. The Roseville Joint Union High School District is the lead agency under the California Environmental Quality Act (CEQA) and has the principal approval authority over the project. The Mitigated Negative Declaration (MND) must be adopted by the Board of Education, confirming its adequacy in complying with the requirements of CEQA. The Board will consider the information in the MND when deciding to approve or deny the proposed project. The analysis is intended to provide environmental review for the whole of the proposed project, including the planning of the project; demolition of the old auxiliary gymnasium, pool, and pool building; clearance, excavation, and grading of the site; construction of

1. Introduction

the multistory classroom building, outdoor dining patio and quad extension, competition pool, tennis courts, parking lot; and ongoing operation.

Nondiscretionary/Ministerial Actions and Approvals

A public agency other than the lead agency that has discretionary approval power over a part of the proposed project is known as a “responsible agency” in the CEQA Guidelines. The responsible agencies and their corresponding approvals for this project may include:

- California Department of Education, School Facilities and Transportation Services Division
- California Department of General Services, Division of the State Architect
 - Approval of site plans and building plans
 - Approval of a Site Plan Review
- City of Roseville
 - Approval of roadway and stormwater connection improvements
 - Approval of any roadway closures needed to implement the improvements

1. Introduction

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2. Environmental Checklist

PROJECT INFORMATION

1. **Project Title:** Roseville High School Improvement Project
2. **Lead Agency Name and Address:**
Roseville Joint Union High School District
2 Tiger Way, Building #2
Roseville, California 95678
3. **Contact Person and Phone Number:**
Scott Davis, Director of Facilities Development
916.782.4707
4. **Project Location:** The project site encompasses Assessor's Parcel Numbers (APNs) 015-100-013-000 and 011-230-002-000, at 1 Tiger Way, Roseville, California.
5. **Project Sponsor's Name and Address:**
Roseville Joint Union High School District
2 Tiger Way, Building #2
Roseville, California 95678
6. **General Plan Designation:** Public/Quasi-Public (P/QP).
7. **Zoning:** Public/Quasi-Public (P/QP).
8. **Description of Project:**
The proposed project involves construction of a new 14,000-square-foot multistory classroom building, competition pool, outdoor dining patio and quad extension, tennis courts, and parking lot, and demolition of the 12,000-square-foot old auxiliary gymnasium, 3,000-square-foot pool, and 180-square-foot pool building.

The new classroom building is planned to contain, at minimum, 12 standard 960-square-foot classrooms, two large flexible-space classrooms of approximately 1,250 square feet, with one designed to accommodate a fitness class with flexibility to be used for other educational purposes as needs change. A new competition pool will be constructed where an existing parking lot currently exists, which is next to the Campo Street entrance between the stadium and varsity baseball field. The competition pool will consist of 12 competition lanes and two warm-up lanes. Six new tennis courts will be constructed north of the stadium where Hanson Field is located. A 10-foot-tall, galvanized chain-link fence would be installed around the entire perimeter of the tennis courts. A lighting system will not be included.

2. Environmental Checklist

A total of 18 portables adjacent to the baseball field will be removed and one portable will be relocated for use as offices to accommodate a new parking lot. Removal of the portables will result in a net loss of four classrooms.

Vehicular access for the project site would be provided via Campo Street and Tiger Way. Pedestrian access to the project site would continue to be provided via a public sidewalk along the northern and southern side of Berry Street, southern side of Tiger Way, and eastern side of Campo Street. The internal path of travel near the Campo Street entrance would be modified to accommodate the new competition pool. A new parking lot will be constructed where the existing portables are currently located. The proposed parking lot will provide a total of 240 parking spaces to accommodate the parking displaced by the new competition pool.

9. Surrounding Land Uses and Setting:

The project site is in a residential community with primarily single-family residences. The site is bound by single-family residences and an easement to the north, the Roseville Public Cemetery with a mix of industrial and commercial uses to the east, the Union Pacific Railroad and a mix of single-family and multifamily residences to the south, and single-family residences and the Ferris Spanger Elementary School to the west.

10. Other Public Agencies Whose Approval Is Required (e.g., permits, financing approval, or participating agreement):

California Department of General Services, Division of the State Architect

- Structural
- Fire Life Safety
- American with Disabilities Act (ADA)
- Model Water Efficient Landscape Ordinance
- California Department of Education Plan Approval

City of Roseville

- Approval of any roadway closures needed to implement the improvements.
- Issuance of a demolition permit pursuant to the Asbestos National Emission Standards for Hazardous Air Pollutants requirements.

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, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code Section 21080.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code Section 5097.94 and the California Historical Resources Information System administered by the

2. Environmental Checklist

California Office of Historic Preservation. Please also note that Public Resources Code Section 21082.3I contains provisions specific to confidentiality.

Per District policy, the District sent Assembly Bill (AB) 52 notification letters to the following tribes on February 21, 2024:

- Shingle Springs Band of Miwok Indians
- Tsi Akim Maidu
- United Auburn Indian Community of the Auburn Rancheria
- Wilton Rancheria
- Colfax-Todds Valley Consolidated Tribe
- Nevada City Rancheria Nisenan Tribe

As of the time of the publication of this MND no tribes have contacted the District, and as such, no consultation has been initiated. See Section 3.18, *Tribal Cultural Resources*, for more information.

2. Environmental Checklist

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

- | | | |
|--|--|---|
| <input checked="" type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture / Forestry Resources | <input checked="" type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Energy |
| <input checked="" type="checkbox"/> Geology / Soils | <input checked="" type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards and Hazardous Materials |
| <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Land Use / Planning | <input type="checkbox"/> Mineral Resources |
| <input checked="" type="checkbox"/> Noise | <input type="checkbox"/> Population / Housing | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation | <input checked="" type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Utilities / Service Systems | <input type="checkbox"/> Wildfire | <input type="checkbox"/> Mandatory Findings of Significance |

DETERMINATION (TO BE COMPLETED BY THE LEAD AGENCY)

On the basis of this initial evaluation:

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

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the 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 "a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

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

Signature

Date

2. Environmental Checklist

EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors, as well as general standards (e.g., the project would not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
4. “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) **Earlier Analyses Used.** Identify and state where they are available for review.
 - b) **Impacts Adequately Addressed.** Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) **Mitigation Measures.** For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

2. Environmental Checklist

8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
- the significance criteria or threshold, if any, used to evaluate each question; and
 - the mitigation measure identified, if any, to reduce the impact to less than significance.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS. Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?			X	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) In nonurbanized 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?				X
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?		X		
II. AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X

2. Environmental Checklist

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management district 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?			X	
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			X	
c) Expose sensitive receptors to substantial pollutant concentrations?		X		
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			X	
IV. BIOLOGICAL RESOURCES. 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?		X		
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				X
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?				X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?		X		
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X
V. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5?			X	
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?		X		
c) Disturb any human remains, including those interred outside of dedicated cemeteries?			X	

2. Environmental Checklist

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. ENERGY. 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?			X	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X	
VII. GEOLOGY AND SOILS. Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X	
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?			X	
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
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?			X	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				X
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		X		
VIII. GREENHOUSE GAS EMISSIONS. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	
IX. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	

2. Environmental Checklist

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?				X
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?			X	
X. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) result in a substantial erosion or siltation on- or off-site;			X	
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;			X	
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			X	
iv) impede or redirect flood flows?				
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				X
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X	
XI. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?				X
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?				X

2. Environmental Checklist

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?				X
XIII. NOISE. 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 the local general plan or noise ordinance, or applicable standards of other agencies?		X		
b) Generation of excessive groundborne vibration or groundborne noise levels?		X		
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?				X
XIV. POPULATION AND HOUSING. Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				X
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X
XV. PUBLIC SERVICES. Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
Fire protection?			X	
Police protection?			X	
Schools?				X
Parks?				X
Other public facilities?				X
XVI. RECREATION.				
a) Would the project 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?				X

2. Environmental Checklist

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X
XVII. TRANSPORTATION. Would the project:				
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?				X
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?				X
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X
d) Result in inadequate emergency access?				X
XVIII. TRIBAL CULTURAL RESOURCES.				
a) 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:				
i) 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		X		
ii) 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.		X		
XIX. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			X	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?			X	
c) Result in a determination by the wastewater treatment provider, which 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?			X	

2. Environmental Checklist

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?			X	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	
XX. WILDFIRE. 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?			X	
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?			X	
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 to the environment?			X	
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?			X	
XXI. MANDATORY FINDINGS OF SIGNIFICANCE.				
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?		X		
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.)			X	
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X	

3. Environmental Analysis

Section 2.4 provided a checklist of environmental impacts. This section provides an evaluation of the impact categories and questions contained in the checklist and identifies mitigation measures, if applicable.

AESTHETICS

Except as provided in Public Resources Code Section 21099, would the project:

a) Have a substantial adverse effect on a scenic vista?

Less Than Significant Impact. For purposes of determining significance under CEQA, a scenic vista is generally considered a viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public. Some scenic vistas are officially designated by public agencies or informally designated by tourist guides. Vistas provide visual access or panoramic views to a large geographic area and are generally at a point where surrounding views are greater than one mile away. Panoramic views are usually associated with vantage points over a section of urban or natural areas that provide a geographic orientation not commonly available. Examples of panoramic views might include an urban skyline, valley, mountain range, large open space area, the ocean, or other water bodies. A substantial adverse effect to a scenic vista is one that degrades the view from such a designated view spot.

There are no designated scenic vistas in the City of Roseville. Views from the project site consist of developed urban land. There are no prominent landscape features on the site itself, and the proposed project would not impact a viewshed of a surrounding scenic vista. Views of the project site are limited to adjacent private residential properties, local roadways, and the Union Pacific Railroad. Therefore, impacts to scenic vistas would be less than significant and no mitigation measures are necessary.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. A scenic highway is generally considered a stretch of public roadway that is designated a scenic corridor by a federal, state, or local agency. The California Department of Transportation (Caltrans) defines a scenic highway as any freeway, highway, road, or other public right-of-way that traverses an area of exceptional scenic quality.

There is no designated or eligible state scenic highway on or in close proximity to the project site, and the project site is not visible from any officially designated or eligible state or locally designated scenic highway. The City of Roseville does not have any locally designated scenic highways.

3. Environmental Analysis

According to the California Scenic Highway Mapping System, the nearest eligible scenic highway is State Route 174, about 30 miles to the northeast near the City of Colfax and at the foothills of the Sierra Nevada (Caltrans 2024). The nearest officially designated scenic highway (State Route 160) is south of Sacramento, about 23 miles to the southwest of the site. The proposed project would have no impact on scenic resources in a state scenic highway. Furthermore, there are no rock outcroppings or historic buildings on-site. Therefore, no impact to scenic resources within a state scenic highway would occur due to project development, and no mitigation measures are necessary.

- c) In nonurbanized areas, would the project 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?**

No Impact. Public Resources Code (PRC) Section 21071 defines the term “urbanized area” for the purpose of CEQA to mean an incorporated city that has a population of at least 100,000 persons or has a population of less than 100,000 persons if the population of that city and not more than two contiguous incorporated cities combined equals at least 100,000 persons. According to the US Department of Commerce, Bureau of the Census data from 2022, the City of Roseville has a population of 154,817 (USCB 2024). Thus, the project site is in an urbanized area as defined by PRC Section 21071 and is therefore evaluated relative to applicable zoning and other regulations governing scenic quality.

The project site is zoned P/QP and applied to land intended for educational purposes. The proposed project would be consistent with applicable development regulations of the underlying P/QP zone pertaining to visual character, such as height limitations and setbacks. Therefore, the proposed project would not conflict with applicable zoning or other regulations governing scenic quality. No impact would occur.

- d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?**

Less Than Significant Impact With Mitigation Incorporated. The two major causes of light pollution are glare and spill light. Spill light is caused by misdirected light that illuminates areas outside the area intended to be lit. Glare occurs when a bright object appears against a dark background, such as oncoming vehicle headlights or an unshielded light bulb.

As shown in Figure 3, *Aerial Photograph*, the project site (which consists of the existing high school campus) is surrounded by residential uses. Residential uses are considered light-sensitive receptors, that is, land uses that are sensitive to lighting. The project vicinity has streetlights, vehicle lights, parking lot lights, and building and security lights from the existing school property. The multistory classroom building would have light fixtures installed inside and around the exterior of the building. Additionally, the competition pool will include sports lighting.

3. Environmental Analysis

The lighting system consists of 16 fixtures supported by four poles at each corner of the pool deck. Two of the four poles will be approximately 70 feet in height, and each have one LED-400 fixture (i.e., 0.40 kilowatts [kW]), three LED-600 fixtures (i.e., 1.74 kW). The remaining two poles will be approximately 50 feet in height, and each have one LED-400 fixture (i.e., 0.40 kW) and three LED-600 fixtures (i.e., 1.74 kW).

Light spillover from the competition pool is expected to remain within the boundaries of the campus as outdoor pool lighting would be placed, designed, and directed to avoid spillover. Therefore, light spillover would not reach the single-family residences to the southwest. Security and path lights would be directional and would not spill light to nearby residential properties. All lights would also be shielded to avoid light spill and glare onto adjacent properties. Lighting would not be substantially greater intensities than existing lights near the project site, and nighttime views would not be significantly affected. Therefore, light impacts would be less than significant.

However, the lighting from the proposed competition pool would result in a new source of substantial light that could adversely affect nighttime views in the area. Because residences are within 300 feet of the project site, Mitigation Measure AES-1 would ensure that the effects of nighttime illumination on nearby residences are reduced by requiring that lights associated with the competition pool are not used later than 11:00 p.m. Therefore, glare impacts would be less than significant with the incorporation of mitigation.

Mitigation Measure

AES-1 To reduce the effects of nighttime illumination from the Roseville High School competition pool, the use of high-powered floodlights will be limited and shall not be used later than 11:00 p.m.

AGRICULTURE AND FORESTRY RESOURCES

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

- 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?**

No Impact. The project site is not designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance on the California Important Farmland Finder (CDC 2024a). The proposed project would not result in the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, and no impact would occur.

3. Environmental Analysis

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The project site is zoned P/QP and is not zoned for agricultural use (City of Roseville 2024). There are no lands contracted under the Williamson Act for agricultural use on-site or within the immediate vicinity of the site (CDC 2006). No impact would occur.

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))?

No Impact. The project site is developed and is zoned P/QP. Project implementation would not cause rezoning of forestland or timberland. Therefore, no impact would occur.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. The project site does not contain forestland, nor is the project site zoned as forestland. The project site is developed, and implementation of the proposed project would not convert forestland to non-forest use or result in a loss of forestland. Therefore, no impact would occur.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?

No Impact. As shown in Figure 3, *Aerial Photograph*, the project site is not adjacent to agricultural uses. Improvements proposed with the project would result in the construction of a new multistory classroom building, outdoor dining patio and quad extension, competition pool, tennis courts, and parking lot on the existing Roseville High School campus. The P/QP Zone District is not considered an agricultural zone. There is no potential to convert farmland to nonfarm uses, and no impact would occur.

AIR QUALITY

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

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact. The Placer County Air Pollution Control District (PCAPCD), in coordination with other local air districts in Sacramento, prepared and submitted the 1991 Air Quality Attainment Plan (AQAP) to demonstrate how Placer County would attain the required federal eight-hour ozone standard by 2024 (CARB 2018). In accordance with the Clean Air Act (CAA), PCAPCD and other air districts in the region also prepared the Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan (Sacramento Ozone Plan) in July 2017, which stands as the applicable air quality plan for the region, as a revision to the California State Implementation Plan (SIP). The Sacramento Ozone Plan demonstrated that the Sacramento area would attain the required federal eight-hour ozone standard in 2024 and contained the required planning elements, including an emission inventory, reasonable further progress (RFP) demonstration with a

3. Environmental Analysis

baseline year of 2012, transportation conformity budgets for the years 2020 and 2023, and RFP and attainment contingency provisions. The California Air Resources Board (CARB) also adopted the 2023 Sacramento Regional Plan for the 2015 8-Hour Ozone Standard (2023 Plan), which demonstrates how the Sacramento Federal Nonattainment Areas would provide enough emission reductions from ozone precursors to attain the federal 2015 ozone standard (0.070 parts per million [ppm]) before the end of 2032 (SMAQMD 2023).

The SIP plans and control measures are based on information derived from regional growth projections based on general plans developed by Placer County to forecast future emission levels in the Sacramento Valley Air Basin (SVAB). As such, projects that proposed development consistent with the growth anticipated or development that is less dense that is associated with the Roseville General Plan would be consistent with the SIP. Changes in population, housing, or employment growth projections have the potential to affect PCAPD's demographic projections and therefore the assumptions in SIP. Typically, only large, regionally significant projects have the potential to affect regional growth projections.

The project site is currently designated Public Quasi-Public (P/QP).² The land use development on the project site would be consistent with the City of Roseville Zoning Ordinance and is permitted under the P/QP land use designation and P/QP zoning district. The proposed project involves the construction of a new multistory classroom building, hardscape improvements, replacement of the campus pool, tennis courts, and parking lot. After buildout, the proposed project will not result in an increase in student or staff capacity.

As demonstrated below, the regional emissions that would be generated by the operational phase of the proposed project would be less than the PCAPCD's significance thresholds. Therefore, it would not be considered by PCAPCD to be a substantial source of air pollutant emissions that would have the potential to affect the nonattainment designations in the SVAB. The proposed project would not affect the regional emissions inventory or conflict with strategies in the SIP and impacts would be less than significant.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard?

Less Than Significant Impact. The following describes project-related impacts from regional short-term construction activities and regional long-term operation of the proposed project.

Regional Short-Term Construction Impacts

Construction activities produce combustion emissions from various sources, such as on-site heavy-duty construction vehicles, vehicles hauling materials to and from the site, and motor vehicles transporting the construction crew. Site preparation activities produce fugitive dust emissions (PM₁₀ and PM_{2.5}) from demolition and soil-disturbing activities, such as grading and excavation. Air pollutant emissions from construction activities on-site would vary daily as construction activity levels change. Construction activities associated with the proposed project would result in emissions of reactive organic gases (ROG), nitrogen oxides (NO_x), and coarse particulate matter (PM₁₀).

² The public/quasi-public (P/QP) district is applied to land intended for education, religious assembly, governmental offices, municipal corporation yards, water treatment plants, power-generating facilities (including privately owned facilities), and other publicly owned facilities.

3. Environmental Analysis

The proposed project would result in demolition debris and would require soil export from the site preparation activity. A quantified analysis of the proposed project’s construction emissions was conducted using the California Emissions Estimator Model (CalEEMod) Version 2022.1 based on information provided by the District and default equipment mix for each construction activity. Project development is anticipated to be completed in two phases. Phase 1 includes demolition of the old auxiliary gymnasium, which will occur from June to August 2024 and Phase 2 will occur from March 2025 to December 2026 in two increments (refer to Section 1.4, *Project Description*). The approximately 30-month construction period is assumed to begin in June 2024 and end in December 2026.

Potential construction-related air quality impacts are determined by comparing the average daily criteria air pollutants emissions generated by the project-related construction activities to the PCAPCD significance thresholds in Table 2, *Maximum Daily Construction-Related Criteria Air Pollutant Emissions*. Maximum daily emissions are based on the annual construction emissions divided by the total number of active construction days. As shown in Table 2, criteria air pollutant emissions from construction equipment exhaust would not exceed the PCAPCD significance thresholds and impacts from project-related construction activities to the regional air quality would be less than significant.

Table 2 Maximum Daily Construction-Related Criteria Air Pollutant Emissions

	Maximum Daily Emissions (lbs/day) ^{a,b}		
	ROG	NO _x	PM ₁₀
Construction Emissions	6.99	65.10	11.80
PCAPCD Construction Thresholds	82	82	82
Exceeds Average Daily Threshold?	No	No	No

Source: Appendix A, CalEEMod Version 2022.1. Highest winter or summer emissions are reported.

Notes: Reactive Organic Gases = ROG; Coarse Inhalable Particulate Matter = PM₁₀; Fine Inhalable Particulate Matter = PM_{2.5}

^a. Construction phasing and equipment mix are based on the preliminary information provided by the District. Where specific information regarding project-related construction activities was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by South Coast Air Quality Management District of construction equipment and phasing for comparable projects.

^b. Includes implementation of best management practices (BMPs) for fugitive dust control required by PCAPCD as mitigation, including watering disturbed areas a minimum of two times per day, reducing speed limit to 25 miles per hour on unpaved surfaces, and street sweeping.

Regional Long-Term Operational Impacts

Typical long-term air pollutant emissions generated by a land use would be generated by area sources (e.g., landscape fuel use, aerosols, and architectural coatings), mobile sources from vehicle trips, and energy use (natural gas). The proposed project involves the construction of a new multistory classroom building, hardscape improvements, replacement of the campus pool, tennis courts, and parking lot. In general, the primary source of long-term criteria air pollutant emissions generated by land use development projects are usually from mobile sources.

3. Environmental Analysis

As the proposed project would not result in an increase in student enrollment or subsequent vehicle trip generation at project completion, the proposed project’s greatest emission sources are anticipated to be area and energy source emissions from operation of the new multistory classroom building. Operational emissions were estimated using CalEEMod (version 2022.1) and are based on the information provided by the District. Similar to existing conditions, the proposed project would generate area source emissions from consumer products, architectural coatings, and landscape equipment. The emissions from building energy use would be minimized because the older buildings on the campus, which were constructed prior to modern building energy codes, would be updated with newer, more energy-efficient buildings that meet the current California Building and Energy Efficiency Standards.

In addition, existing operations on-site generate criteria pollutant emissions from mobile sources, area sources, and energy sources principally associated with the operation of the existing auxiliary gymnasium and pool building on campus. These existing on-site emissions would be foregone with the implementation of the proposed project, and PCAPCD recommends that existing emissions be subtracted from proposed project emissions before being compared against PCAPCD significance thresholds. It should be noted that this analysis represents a conservative assessment of project emissions during operation because it does not consider the foregone emissions generated from existing operations on-site. As such, criteria pollutant emissions from full operation of the proposed project without subtracting existing emissions are included herein for a conservative assessment of the proposed project and are compared against PCAPCD significance thresholds.

As shown in Table 3, *Maximum Daily Regional Operation Emissions*, the maximum daily operation emissions would be less than their respective PCAPCD significance threshold values. Therefore, the operation of the proposed project would not contribute to the nonattainment designations of the SVAB, and regional air quality impacts are less than significant.

Table 3 Maximum Daily Regional Operation Emissions

	Maximum Daily Emissions (lbs/day)		
	ROG	NO _x	PM ₁₀
Operational Emissions	0.46	0.16	0.01
PCAPCD Operational Project-Level Thresholds	55	55	82
Exceeds Average Daily Threshold?	No	No	No

Source: Appendix A, CalEEMod Version 2022.1. Highest winter or summer emissions are reported.
Notes: lbs = pounds.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact With Mitigation Incorporated. The proposed project could expose sensitive receptors to elevated pollutant concentrations if it causes or significantly contributes to elevated pollutant concentration levels. Unlike regional emissions, localized emissions are typically evaluated in terms of air concentration rather than mass so they can be more readily correlated to potential health effects.

3. Environmental Analysis

Construction Impacts

Future construction under the proposed project would temporarily elevate concentrations of toxic air contaminants (TACs) and diesel particulate matter (DPM) in the vicinity of sensitive land uses during construction activities. Appendix G, *Preparing a Health Risk Assessment for Land Use Projects*, in the PCAPCD’s CEQA Handbook recommends levels of significance for new sources (PCAPCD 2017). Consequently, a site-specific construction health risk assessment (HRA) of TACs was prepared (see Appendix B, *Construction HRA Modeling*, of this IS/MND).

The nearest receptors, their receptor types, and their proximity and orientation to the project site include the following:

- Workers: immediately adjacent to new construction.
- Elementary school students: Ferris Spanger Elementary School approximately 925 feet to the west.
- Residents: Single-family residences approximately 25 feet to the south.

A quantified analysis of the project’s construction emissions was conducted using CalEEMod, Version 2022.1. Construction emissions were based on 426 working days of the total 30-month construction duration. The United States Environmental Protection Agency (USEPA) AERMOD dispersion modeling program was used to estimate excess lifetime cancer risk and chronic non-cancer hazard index for non-carcinogenic risk at the nearest off-site receptors. The results of the analysis are shown in Table 4, *Unmitigated Construction Risk Summary*, and contained in Appendix A, *Air Quality, Greenhouse Gas, and Energy Modeling Data*, of this IS/MND.

Table 4 Unmitigated Construction Risk Summary

	Cancer Risk (per million)	Chronic Hazards
MER – Resident	15.70	0.08
MER – Worker	0.21	0.04
MER – K-5 Student	0.03	<0.01
MER – Park Visitor	0.04	<0.01
PCAPCD Thresholds	10	1.0
Exceeds Threshold?	Yes	No

Note: Cancer risk calculated using 2015 OEHHA HRA Guidance Manual. **Bold** = exceeds threshold. MER = Maximally Exposed Receptor.
 Source: Lakes AERMOD View, Version 12.0.0.

The results of the HRA are based on the maximum sensitive receptor concentration over the approximately 30-month construction exposure period for off-site and on-site receptors, assuming 24-hour outdoor exposure, and averaged over a 70-year lifetime. Risk is based on the updated Office of Environmental Health Hazard Assessment (OEHHA) Guidance for the Maximally Exposed Receptor (MER) of each receptor type (e.g., residential, school, worker) within 1,000 feet of the project site.

3. Environmental Analysis

As shown in Table 4, cancer risk for the residential MER from project-related construction emissions was calculated to be 15.70 in one million, which would exceed the 10 in one million significance threshold. Cancer risk for all other MERs would be below the 10 in one million significance threshold. In accordance with the latest 2015 OEHHA guidance, the calculated total cancer risk conservatively assumes that the residential MER consists of a pregnant woman in the third trimester that subsequently gives birth to an infant during the duration of construction; therefore, all calculated residential risk values were multiplied by a factor of 10. In addition, it was conservatively assumed that the residents and students were outdoors eight hours a day. For non-carcinogenic effects, the chronic hazard index identified for each toxicological endpoint equaled less than one for each identified receptor. Therefore, chronic non-carcinogenic hazards would be within acceptable limits.

Because cancer risk for the residential and student MERs would exceed the significance threshold during project construction, Mitigation Measure AQ-1 is included to ensure that off-road equipment used during project construction greater than 50 horsepower meets Tier 4 Interim emissions standards. Mitigated results for the Residential MER are contained in Table 5.

Table 5 Mitigated Construction Risk Summary

	Cancer Risk (per million)	Chronic Hazards
MER – Resident	4.40	0.03
MER – Worker	0.20	0.04
MER – K-5 Student	0.01	<0.01
MER – Park Visitor	0.01	<0.01
PCAPCD Thresholds	10	1.0
Exceeds Threshold?	No	No

Note: Cancer risk calculated using 2015 OEHHA HRA Guidance Manual. **Bold** = exceeds threshold. MER = Maximally Exposed Receptor.
Source: Lakes AERMOD View, Version 12.0.0.

As shown in Table 5, Mitigation Measure AQ-1 would reduce the proposed project’s localized construction emissions and subsequent exposure to nearby receptors. The results demonstrate that, with mitigation, cancer risk would be less than the significance thresholds at all analyzed receptors.

Additionally, demolition of the old auxiliary gymnasium and pool building may release asbestos fibers. Since the project site is in PCAPCD, which is a non-delegated air district, the proposed project must comply with Asbestos National Emission Standards for Hazardous Air Pollutants (NESHAP) and submit an Asbestos Notification Form to the USEPA (CARB 2024).

Because cancer risks for nearby MERs would not exceed PCAPCD’s significance thresholds and exposure to asbestos fibers would be mitigated with compliance with asbestos NESHAP requirements, the proposed project would not expose nearby receptors to substantial concentrations of air pollutant emissions during construction, and this impact would be less than significant with mitigation.

3. Environmental Analysis

Mitigation Measure

AQ-1 Construction contractors shall use United States Environmental Protection Agency (USEPA) Tier 4 Interim equipment for all off-road, diesel-powered construction equipment of greater than 50 horsepower (HP), unless it can be demonstrated to the Roseville Joint Unified School District that such equipment is not commercially available. For purposes of this mitigation measure, “commercially available” shall mean the availability of Tier 4 engines similar to the availability for other large-scale construction projects in the city occurring at the same time and taking into consideration factors such as (i) potential significant delays to critical-path timing of construction and (ii) geographic proximity to the project site of Tier 4 equipment. Where such equipment is not commercially available, as demonstrated by the construction contractor, Tier 3 equipment retrofitted with a California Air Resources Board’s Level 3 Verified Diesel Emissions Control Strategy (VDECS) shall be used.

Operational Health Risk

People exposed to TACs at sufficient concentrations and durations may have an increased chance of getting cancer or experiencing other serious health effects. To reduce exposure to TACs, CARB developed a handbook for the siting of sensitive land uses in the vicinity of freeways, distribution centers, rail yards, ports, refineries, chrome-plating facilities, dry cleaners, and gasoline-dispensing facilities (CARB 2005). This document was developed as a guide and as a tool for assessing the compatibility and associated health risk when placing sensitive receptors near existing pollution sources.

Types of land uses that typically generate substantial quantities of criteria air pollutants and TACs include industrial (stationary sources), manufacturing, and warehousing (truck idling) land uses that could generate a substantial number of trucks. To avoid exposing sensitive receptors to substantial concentration of air pollutants, CARB recommends avoiding siting new sensitive land uses within “1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transportation refrigeration units (TRUs) per day, or where TRU unit operations exceed 300 hours per week)” (CARB 2005). PCAPCD additionally recommends that a site-specific health risk analysis involving air dispersion modeling be considered for projects that are anticipated to generate TACs, such as goods distribution centers, refineries, power generation facilities, chrome platers, dry cleaners, and gasoline dispensing facilities.

The types of major air pollutant emissions sources listed by CARB and PCAPCD are not included as part of the proposed project. The proposed project would not include stationary sources that emit TACs and would not generate a significant amount of daily heavy-duty truck trips (a source of DPM) to warrant a more detailed review. Therefore, the proposed project would not expose sensitive receptors to substantial concentrations of air pollutant emissions during operation, and impacts would be less than significant.

CO Hot Spots

Areas of vehicle congestion have the potential to create pockets of carbon monoxide (CO) called hot spots. These pockets have the potential to exceed the State one-hour standard of 20 ppm or the 8-hour standard of 9.0 ppm. Because CO is produced in greatest quantities from vehicle combustion and does not readily disperse into the atmosphere, adherence to ambient air quality standards (AAQS) is typically demonstrated through an

3. Environmental Analysis

analysis of localized CO concentrations, typically produced at intersections where vehicles queue for longer periods and are subject to reduced speeds. Currently, the SVAB is designated attainment for CO under both the California AAQS and National AAQS.

According to the PCAPCD, CO concentrations should be analyzed at intersections in the project vicinity if the project's CO emissions from vehicle operation are more than 550 pounds per day (lbs/day) and if the level of service (LOS) would be degraded from acceptable (i.e., A, B, C, or D) to unacceptable (i.e., E or F); or a project would result in the addition of traffic that would substantially worsen (i.e., delay of 10 seconds or more with project-generated traffic included) already unacceptable peak-hour LOS intersections.

After buildout, the proposed project would not result in an increase in student or staff capacity, and thus would not generate new traffic on the overall roadway network. There would be no change in the number of daily trips after improvements on the campus and the proposed project would not generate CO emissions in high enough quantities to result in a CO hot spot at nearby intersections. This impact would be less than significant.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less Than Significant Impact. The proposed project would not result in objectionable odors. The threshold for odor is if a project creates an odor nuisance pursuant to PCAPCD Rule 205, *Nuisance*, which states:

A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

The type of facilities that are considered to have objectionable odors include wastewater treatment plants, compost facilities, landfills, solid waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), dairy farms, petroleum refineries, asphalt batch plants, chemical manufacturing, and food manufacturing facilities. The proposed project would involve the construction of a new multistory classroom building, hardscape improvements, replacement of the campus pool, tennis courts, and parking lot. These type of land uses would not create objectionable odors to the public. Additionally, emissions from construction equipment, such as diesel exhaust and volatile organic compounds from architectural coatings and paving activities, may generate odors. However, these odors would be low in concentration, temporary, and are not expected to affect a substantial number of people. Therefore, overall, odor impacts would be less than significant.

3. Environmental Analysis

BIOLOGICAL RESOURCES

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?**

Less Than Significant Impact With Mitigation Incorporated. Candidate species are plants and animals that have been studied and the U.S. Fish and Wildlife Service (USFWS) has concluded that they should be proposed for addition to the federal endangered and threatened species list.

Sensitive biological resources are habitats³ or individual species that have special recognition by federal, state, or local conservation agencies and organizations as endangered, threatened, or rare. The California Department of Fish and Wildlife (CDFW), USFWS, and organizations like the California Native Plant Society maintain watch lists of such resources.

“Special-status species” is a universal term in the scientific community for species that are considered sufficiently rare that they require special consideration and/or protection and should be or have been listed as rare, threatened, or endangered by USFWS and/or CDFW.

Candidate and Sensitive Species

No candidate or sensitive species occur on-site. Therefore, no impact would occur and no mitigation measures are necessary.

Special-Status Species

There are no special-status species previously documented within the project site boundaries.

Special-Status Plants

The project site is previously disturbed and developed as a high school. No special-status plant species occur within the project area due to historical and continued disturbance and use and the presence of school buildings and facilities, impervious surfaces, and maintained landscaping. While tree or vegetation removal would be required, the project would not result in direct impacts on special-status plants during construction given their absence within the project site boundaries. Therefore, impacts would be less than significant.

³ Per the California Department of Fish and Wildlife, habitat is where a given plant or animal species meets its requirements for food, cover, and water in both space and time.

3. Environmental Analysis

Special-Status Wildlife

Based on database search results and wildlife surveys in the project area, the following special-status species are known to occur in or adjacent to the project site: northwestern pond turtle, western spadefoot, monarch butterfly, valley elderberry longhorn beetle, conservancy fairy shrimp, vernal pool fairy shrimp, and vernal pool tadpole shrimp (USFWS 2024). However, these species are not discussed further because they and/or suitable habitats are absent from the project site.

The project site is previously disturbed and developed as a high school. No special-status wildlife species occur within the project area due to historical and continued disturbance and use and the presence of a large parking lot entrance and maintained landscaping. However, native migratory birds may be present in the project area. All locations with a shrub- or tree-canopy layer in the project area may provide suitable nesting habitat for a diverse assemblage of migratory birds.

The site is developed and includes existing school buildings and facilities. A majority of the site is developed with pavement and sidewalks and includes the old auxiliary gymnasium and pool; the northern portion of the project site is Hanson Field, which is adjacent to the track and baseball fields. Ornamental trees and shrubs are scattered throughout the site. The ornamental trees on-site could be used for nesting by birds protected under the Migratory Bird Treaty Act (MBTA) (US Code Title 16, Sections 703-712), and California Fish and Game Code Sections 3503 et seq. Tree or vegetation removal will be required for the project; therefore, the project could result in direct impacts on special-status birds if they are nesting in the affected trees and vegetation during construction. Indirect impacts on special-status birds could result from noise and vibration during construction if birds were nesting in the trees adjacent to the project area. Therefore, per Mitigation Measure BIO-1, a preconstruction nesting bird survey is required within 14 days of the beginning of ground disturbance during the nesting season. Additionally, per Mitigation Measure BIO-2, a no-disturbance buffer around the nest shall be established if active nests are found. Impacts would be less than significant with implementation of mitigation.

Mitigation Measures

- BIO-1 Conduct a preconstruction nesting raptor and bird survey of all suitable habitat on the project site within 14 days of the commencement of ground disturbance (e.g., tree/vegetation removal, mass grading) during the nesting season (February 1 to August 31). Where accessible, surveys should be conducted within 300 feet of the project site for nesting raptors and 100 feet of the project site for other nesting birds.
- BIO-2 If active nests are found, a no-disturbance buffer around the nest shall be established. The buffer distance shall be established by a qualified biologist in consultation with the California Department of Fish and Wildlife (CDFW). The buffer shall be maintained until the fledglings are capable of flight and become independent of the nest tree, to be determined by a qualified biologist. Once the young are independent of the nest, no further measures are necessary.

3. Environmental Analysis

- b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?**

No Impact. Sensitive natural communities are communities that are considered rare in the region by regulatory agencies; known to provide habitat for sensitive animal or plant species; or known to be important wildlife corridors. Riparian habitats are those occurring along the banks of rivers and streams.

No riparian habitat or other sensitive natural communities are within the project site. No impact would occur and no mitigation measures are necessary.

- 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?**

No Impact. Wetlands are defined under the federal Clean Water Act as land that is flooded or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that normally does support, a prevalence of vegetation adapted to life in saturated soils. Wetlands include areas such as streams, swamps, marshes, and bogs.

No wetlands potentially jurisdictional to the US Army Corps of Engineers pursuant to the Clean Water Act are within the project site. No impact would occur and no mitigation measures are necessary.

- 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?**

Less Than Significant With Mitigation Incorporated. Wildlife corridors refer to established migration routes commonly used by resident and migratory species for passage from one geographic location to another. Movement corridors may provide favorable locations for wildlife to travel between different habitat areas, such as foraging sites, breeding sites, cover areas, and preferred summer and winter range locations. They may also function as dispersal corridors, allowing animals to move between various locations within their range.

The MBTA (50 Code of Federal Regulations Part 10 and Part 21) protects migratory birds, their occupied nests, and their eggs from disturbance or destruction. “Migratory birds” include all nongame, wild birds found in the U.S., except for the house sparrow (*Passer domesticus*), European starling (*Sturnus vulgaris*), and rock pigeon (*Columba livia*).

There are no significant habitat features (e.g., wetlands or riparian areas) on or adjacent to the project site, and project development is not expected to impact wildlife movement. However, the ornamental trees on-site could be used for nesting by birds protected under the MBTA (US Code Title 16, Sections 703-712), and California Fish and Game Code Sections 3503 et seq. Tree or vegetation removal would be required for the project; therefore, the project could result in direct impacts on migratory birds if they are nesting in the affected trees and vegetation during construction. Indirect impacts on migratory birds could result from noise and vibration during construction if birds were nesting in the trees adjacent to the project area. Therefore, per Mitigation

3. Environmental Analysis

Measure BIO-1, a preconstruction nesting bird survey is required within 14 days of the commencement of ground disturbance during the nesting season. Additionally, per Mitigation Measure BIO-2, a no-disturbance buffer around the nest shall be established if active nests are found. Therefore, impacts would be less than significant with implementation of mitigation.

Mitigation Measures

Implement Mitigation Measures BIO-1 and BIO-2.

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

No Impact. The City of Roseville does not have any established ordinances protecting biological resources. Therefore, no impact would occur and no mitigation measures are necessary.

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?

No Impact. There are no adopted habitat conservation plans, natural community conservation plans, or other approved local, regional, or state habitat conservation plans that govern the project site (CDFW 2024). Placer County prepared and adopted the Placer County Conservation Plan in 2020 that covers most of South Placer. However, it excludes the cities of Roseville, Rocklin, Loomis, and Auburn. The City of Roseville is not a current participant in the Placer County Conservation Plan. No impact would occur.

CULTURAL RESOURCES

Would the project:

a) Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5?

Less Than Significant Impact. CEQA Guidelines Section 15064.5 defines historic resources as resources listed or determined to be eligible for listing by the State Historical Resources Commission, a local register of historical resources, or the lead agency. Generally, a resource is considered “historically significant” if it meets one of the following criteria:

- i) Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage;
- ii) Is associated with the lives of persons important in our past;
- iii) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values;
- iv) Has yielded, or may be likely to yield, information important in prehistory or history.

3. Environmental Analysis

As shown on Figure 3, *Aerial Photograph*, the project site is developed as a high school. Project development would involve construction of a new multistory classroom building, outdoor dining patio and quad extension, competition pool, tennis courts, and parking lot, and demolition of the old auxiliary gymnasium, pool, and pool building.

ASM Affiliates evaluated the existing auxiliary gymnasium both individually and as a contributing resource to a potential Roseville High School campus historic district. However, due to the few remaining pre-1940 buildings from the earliest years of operation the Roseville High School campus would not comprise a potential historic district. The only pre-1940 buildings that remain on campus include the old auxiliary gymnasium, mechanical arts building, and outdoor amphitheater. As such, ASM Affiliates did not identify a historic district to which the auxiliary gymnasium would be a contributing resource.

As an individual resource the auxiliary gymnasium was evaluated under Criterion 1 for the theme of education with a potential period of significance of circa 1926 (i.e., the construction of the auxiliary gymnasium) to 1955 (i.e., the construction of Moeller gym). While the auxiliary gymnasium served as a recreation and athletic space for the school and community, it does not convey a strong association with the theme of education as an individual resource to be eligible as a good representation of this theme. Therefore, the auxiliary gymnasium is not eligible under Criterion 1 for the theme of education. Furthermore, the auxiliary gymnasium is recommended not eligible under Criterion 2. Historic research conducted at the Roseville Historical Society, Roseville Public Library, and through newspaper archives did not reveal any significant people associated with the auxiliary gymnasium or its subsequent association with the Roseville High School's athletics program.

Under Criterion 3, the auxiliary gymnasium is not a good representation of a particular property type, period, region, or high artistic values. No architectural plans were located that identify the building's architect; therefore, it is not recommended eligible as a good representation of the work of a master. The auxiliary gymnasium exhibits some of the characteristics of the Art Deco style such as linear, hard edges, and a vertical emphasis of the primary façade with hard-edged, low relief ornamentation surrounding the entrance. However, while it is an example of the Art Deco style, it is not a good representation of the style when examined within the local context of the City of Roseville. Therefore, the auxiliary gymnasium is not eligible under Criterion 3. The auxiliary gymnasium is recommended not eligible under Criterion 4 as it does not have the potential to provide information about history or prehistory that is not available through historic research.

Consequently, the project site does not contain any buildings that would be considered historic. Furthermore, the project site does not meet any of the state or federal criteria of a historic resource identified above. No historical events have occurred on-site, and no persons of significance have resided or currently reside on-site. Additionally, the project site does not exhibit any unique architectural style or features, nor does it have architectural elements or features to suggest unique design or construction.

The project site is not identified on any federal or state historic registers or sources, including the National Register of Historic Places and California State Historical Landmarks and Points of Historical Interest (NPS 2020; OHP 2024). The closest historical landmark to the project site is the Haman House approximately one mile to the southwest. Project development would occur within the confines of the project site and would not impact this historical resource in any way. Therefore, impacts would be less-than-significant and no mitigation measures are necessary.

3. Environmental Analysis

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?

Less Than Significant Impact With Mitigation Incorporated. Archaeological resources are prehistoric or historic evidence of past human activities, including structural ruins and buried resources. As shown in Figure 3, *Aerial Photograph*, the project site is developed as a high school. The surrounding lands include an easement and residential properties to the north, residential properties to the west, the Roseville Public Cemetery and Berry Street to the east, and Tiger Way and the Union Pacific Railroad to the south.

Given the highly disturbed condition of the project site and its surroundings as well as the minimal grading required for project construction, the potential for development of the proposed project to impact an unidentified archaeological resource is considered extremely low. However, in the unlikely event that prehistoric and/or historic archaeological resources are discovered during ground-disturbing activities, Mitigation Measure CUL-1 has been identified to ensure impacts to archaeological resources would be less than significant.

Mitigation Measures

CUL-1 Prior to ground disturbance by project site clearance and grading, the District shall retain a qualified professional archaeologist meeting the Secretary of the Interior's Professional Qualification Standards for prehistoric and historic archaeology to be on call during all project ground-disturbance activities.

If subsurface deposits believed to be cultural or human in origin are discovered during construction, all work must halt within a 100-foot radius of the discovery. The professional archaeologist shall evaluate the significance of the find and shall have the authority to modify the no-work radius as appropriate, using professional judgment. The following notifications shall apply, depending on the nature of the find:

- If the professional archaeologist determines that the find does not represent a cultural resource, work may resume immediately, and no agency notifications are required.
- If the professional archaeologist determines that the find does represent a cultural resource from any time period or cultural affiliation, he or she shall immediately notify the CEQA lead agency and applicable landowner. The agencies shall consult on a finding of eligibility and implement appropriate treatment measures if the find is determined to be eligible for inclusion in the NRHP or CRHR. Work may not resume within the no-work radius until the lead agencies, through consultation as appropriate, determine that the site either: (1) is not eligible for the NRHP or CRHR; or (2) that the treatment measures have been completed to their satisfaction.

3. Environmental Analysis

- If the find includes human remains or remains that are potentially human, the professional archaeologist shall ensure reasonable protection measures are taken to protect the discovery from disturbance (Assembly Bill [AB] 2641). The archaeologist shall notify the Placer County Coroner. The provisions of Section 7050.5 of the California Health and Safety Code, Section 5097.98 of the California Public Resources Code [PRC], and AB 2641 will 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), who will designate a Native American most likely descendant (MLD) for the project (Section 5097.98 of the PRC). The designated MLD will have 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains. If the District does not agree with the recommendations of the MLD, the NAHC can mediate (Section 5097.94 of the PRC). If no agreement is reached, the District must rebury the remains where they will not be further disturbed (Section 5097.98 of the PRC). 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 may not resume within the no-work radius until the lead agencies, through consultation as appropriate, determine that the treatment measures have been completed to their satisfaction.

c) Disturb any human remains, including those interred outside of dedicated cemeteries?

Less Than Significant Impact. California Health and Safety Code, Section 7050.5; CEQA Guidelines, Section 15064.5; and California Public Resources Code, Section 5097.98, mandate the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery. Specifically, California Health and Safety Code, Section 7050.5, requires that if human remains are discovered on a project site, disturbance of the site shall remain halted until the coroner has conducted an investigation into the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the Public Resources Code. If the coroner determines that the remains are not subject to his or her authority and if the coroner has reason to believe the human remains to be those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission.

There are no cemeteries or known human burials at the project site because the site is already developed as school property, and the subject property has been previously disturbed; however, ground disturbance (i.e., grading and excavation) would have the potential to result in discovery of human remains (although the potential is very low). In the unlikely event that human remains are discovered during ground-disturbing activities, compliance with existing law regarding the discovery of human remains would reduce potential impacts to human remains to less-than-significant levels. No mitigation measures are necessary.

3. Environmental Analysis

ENERGY

Would the project:

- a) **Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?**

Less Than Significant Impact. Construction activities use energy from various sources, such as on-site heavy-duty construction vehicles, vehicles hauling materials to and from the site, and motor vehicles transporting the construction crew and vendors. The operation of the proposed multistory classroom building would use energy for cooling, heating, and lighting.

Short-Term Construction Impacts

Electrical Energy

Construction of the proposed project would require energy use to power the construction equipment. The energy use would vary during different phases of construction—the majority of construction equipment during demolition and grading would be gas powered or diesel powered, and the later construction phases would require electric-powered equipment for interior construction and architectural coatings. However, it is anticipated that the majority of electric-powered construction equipment would be hand tools (e.g., power drills, table saws) and lighting, which would result in minimal electricity usage during construction activities. The electrical energy would be supplied by Roseville Electric and available for use during construction from existing power lines and connections. All construction equipment would cease operating upon completion of project construction. Therefore, project-related construction activities would not result in wasteful or unnecessary electricity demands, and impacts would be less than significant.

Natural Gas Energy

It is not anticipated that construction equipment used for the proposed project would be powered by natural gas, and no natural gas demand is anticipated during construction. Therefore, impacts would be less than significant with respect to natural gas usage.

Transportation Energy

Transportation energy (i.e., diesel fuel, gasoline, and/or electric) used during construction would come from the transport and use of construction equipment, delivery vehicles and haul trucks, and construction employee vehicles that would use diesel fuel or gasoline. It is anticipated that the majority of off-road construction equipment, such as that used during site preparation and grading, would be gas or diesel powered.

Construction activities would be subject to applicable State regulations, such as anti-idling measures and limits on duration of activities, thereby reducing energy consumption. For example, to limit wasteful and unnecessary energy consumption to reduce the cost of operating equipment, the construction contractors would reasonably be expected to minimize nonessential idling of construction equipment during construction in accordance with Section 2449 of the California Code of Regulations, Title 13, Article 4.8, Chapter 9, which limits nonessential idling of diesel-powered off-road equipment to five minutes.

3. Environmental Analysis

In general, there are no unusual characteristics that would directly or indirectly cause construction activities to be any less efficient than would occur elsewhere (restrictions on equipment, labor, types of activities, etc.). Therefore, project-related construction activities would not result in wasteful or unnecessary electricity demands, and impacts would be less than significant.

Long-Term Operational Impacts

Operation of the proposed project would create higher demands for natural gas and electricity from the new multistory classroom building. Energy use from operation of the proposed project would be from building heating, cooling, and ventilation; water heating; operation of electrical systems, use of on-site equipment and appliances; and indoor, outdoor, and parking lot lighting. Energy resources consumed by operation of the proposed project were quantified and are presented in Table 6, *Project Annual Electricity Consumption*.

Table 6 Project Annual Electricity Consumption

Use Type	Annual Energy Consumption
Building – Electricity ¹	67,840
Parking Lot – Electricity ¹	78,840
Building – Natural Gas ²	581,788

Source: CalEEMod, Version 2022.1.

Notes:

¹ Energy resource is expressed in kilowatt-hours (kWh/year).

² Energy resource is expressed in British thermal units (kBTU/year).

Electrical Energy

At minimum, the proposed project would meet the latest Building Energy Efficiency Standards and CALGreen standards. The proposed project would also include mandatory standards from Divisions 5.1 (Planning and Design), 5.2 (Energy Efficiency), 5.3 (Water Efficiency and Conservation), 5.4 (Material Conservation and Resource Efficiency), and 5.5 (Environmental Quality) of CALGreen. For example, the proposed project is required to implement the City’s Water Efficient Landscape Ordinance, which would reduce the amount of water necessary for landscape irrigation.

As shown in Table 6, implementation of the proposed multistory classroom building and parking lot would result in an increase of 146,680 kilowatt-hours of electricity use per year. The new building would be designed to be more energy-efficient compared to the existing school buildings and greater proportions of electricity consumed by the proposed building would be sourced from renewable energy sources as the State progresses toward meeting Senate Bill (SB) 100. In addition, the proposed project may increase reliance on renewable energy sources by installing rooftop solar, as prescribed by Title 24, Part 6, Subchapter 11, Section 140.10(a).

As such, the proposed project is anticipated to decrease overall per-capita energy consumption and reliance on fossil fuels from implementation of greater energy efficiencies in building design and materials. Overall, the new building constructed to the standards identified above would not result in wasteful, inefficient, or unnecessary consumption of electricity.

3. Environmental Analysis

Natural Gas Energy

As shown in Table 6, the new multistory classroom building would contain and increase the demand of natural gas for heating by 581,788 British thermal units. However, this is a conservative estimate as the old auxiliary gymnasium, and pool building on campus also required natural gas demand. As mentioned previously, the proposed project would be built to meet the latest Building Energy Efficiency Standards, meet the CALGreen requirements, and be designed to have greater energy efficiency than the existing school buildings. The new energy efficiency building standards would result in a decrease in per-capita natural gas consumption for space and water heating.

In addition, new buildings would be required to comply with Title 24, Part 6, Subchapter 11, Section 140.10(a) of the 2022 California Building Code (CBC) and may include a rooftop photovoltaic (PV) system meeting the minimum requirements specified by calculations contained in the California Building Standards Condition. As such, the proposed project is anticipated to decrease reliance on fossil fuels from implementation of greater energy efficiencies in building design and materials. Overall, the new building constructed to the standards identified would not result in wasteful, inefficient, or unnecessary consumption of natural gas.

Transportation Energy

A typical new school development would consume transportation energy during operations from the use of motor vehicles associated with students, staff, and visitors to the campus. The efficiency of these motor vehicles is unknown, such as the average miles per gallon. Estimates of transportation energy use are based on the overall vehicle miles traveled (VMT) and its associated transportation energy use. Since the proposed project would not increase student capacity or staffing, the proposed project would not result in additional trips or an increase in VMT and would not result in additional reliance on fossil fuel consumption.

Additionally, fuel efficiency of vehicles during the buildout year of 2026 would, on average, improve compared to vehicle fuel efficiencies experienced under existing conditions, thereby resulting in a lower per-capita fuel consumption in 2026 assuming travel distances, travel modes, and trip rates remain the same. The improvement in fuel efficiency would be attributable to the statewide fuel-reduction strategies and regulatory compliances (e.g., CAFE standards), resulting in new cars that are more fuel efficient and the attrition of older, less fuel-efficient vehicles. The CAFE standards are not directly applicable to land use development projects, but to car manufacturers. Thus, students and staff do not have direct control in determining the fuel efficiency of vehicles manufactured and that are made available. However, compliance with the CAFE standards by car manufacturers would ensure that vehicles produced in future years have greater fuel efficiency and would generally result in an overall benefit of reducing fuel usage by providing the population of the region with more fuel-efficient vehicle options.

As electricity consumed in California is required to meet the increasing renewable energy mix requirements under the State's Regional Portfolio Standard (RPS) and accelerated by SB 100, greater and greater proportions of electricity consumed for transportation energy demand envisioned under the proposed project would continue to be sourced from renewable energy sources rather than fossil fuels. Vehicle fuel efficiencies would improve year over year through the buildout year of 2026 and result in a decrease in overall per-capita transportation energy consumption.

3. Environmental Analysis

Moreover, the proposed improvements would not worsen vehicle congestion because a proposed parking lot would be re-established where the existing portables are located to accommodate the parking displaced by the new competition pool. In addition, there are two designated crosswalks near the school property and the proposed project would not conflict with the existing circulation system, including transit, roadway, bicycle, and pedestrian facilities.

Overall, it is expected that operation-related fuel usage associated with the proposed project would not be any more inefficient, wasteful, or unnecessary than similar development projects. Accordingly, impacts would be less than significant, and no mitigation measures would be required.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less Than Significant Impact. As discussed in criterion (b) of Section 3.8, *Greenhouse Gas Emissions*, the proposed project would not conflict with the current CARB 2022 Climate Change Scoping Plan and the 2040 Regional Transportation Plan (RTP), all which involve planning for use of renewable energy and energy-efficiency standards. Additionally, the proposed project would adhere to the applicable General Plan policies related to energy conservation and would be built to the current Building and Energy Efficiency Standards of the California Public Resources Code, Title 24, Part 6. As stated before, the proposed project would not conflict with or obstruct an applicable plan for renewable energy or energy efficiency. Accordingly, impacts would be less than significant, and no mitigation measures would be required.

GEOLOGY AND SOILS

Would the project:

- a) **Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:**
 - i) **Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning map, issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.**

Less Than Significant Impact. Fault rupture impacts occur when a structure is on top of an active fault that displaces in two separate directions during an earthquake. The Alquist-Priolo Earthquake Fault Zoning Act was adopted in 1972 to prevent building construction in areas where active faults have surface expression. Surface fault rupture is earth surface broken by fault movement. Sudden surface rupture from severe earthquakes can cause extensive property damage, but even slow fault movement, known as “fault creep,” can cause displacement that results in offset or disfiguring of curbs, streets, buildings, and other infrastructure.

The proposed project site is not in an Alquist-Priolo Zone, nor is it situated on any known active or potentially active fault (CDC 2024b, 2024c). The nearest fault zone under the Alquist-Priolo Act is a portion of the Dunnigan Hills Fault approximately 30 miles to the west. Other active faults are south of Lake Oroville, at Lake Tahoe, and in the Coast Ranges, approximately 45 to 60 miles away. While the proximity

3. Environmental Analysis

of the Dunnigan Hills Fault to the subject property could subject it to moderate and possibly strong ground motion, such motion would not be greater than at other sites in seismically active northern California. Impacts would be less than significant.

ii) Strong seismic ground shaking?

Less Than Significant Impact. The project site is in a seismically active region of northern California. Ground shaking originating from active faults in the region is expected to induce lower horizontal accelerations due to smaller anticipated earthquakes and/or greater distances to other faults. Seismic shaking has the potential to be generated by faults many miles from the project vicinity. Regional faulting is associated with the Foothill Fault System, which consists of several different faults, including the Bear Mountains Fault Zone. The northern portion of the Bear Mountains Fault Zone and the Maidu Fault (east of Folsom Lake) and the northern portion of the Deadman Fault (north of Folsom Lake) have exhibited evidence of movement in the last 700,000 to 1.6 million years. Therefore, these faults are considered potentially active. However, the nearest known active fault is the Cleveland Hills fault, approximately 41 miles north. The Dunnigan Hills and Midland faults, which both have unknown histories of activity and are approximately 13 and 19 miles from Roseville, respectively, present the highest potential to produce ground shaking at the project site. Ground shaking could also originate from seismic activity along the larger, but relatively distant Foothill or San Andreas fault systems, the nearest components of which are approximately 20 and 55 miles from Roseville, respectively. Although seismic activity from these faults could potentially affect the project site, the site is at no greater risk than the surrounding development and infrastructure. Impacts would be less than significant.

iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Liquefaction refers to loose, saturated sand or silt deposits that behave as a liquid and lose their load-supporting capability when strongly shaken. Loose granular soils and silts that are saturated by relatively shallow groundwater are susceptible to liquefaction. The City of Roseville is composed of well-consolidated to very hard, older Pleistocene- to Eocene-age deposits, and active seismic sources are at least 30 miles away (City of Roseville 2020b). Therefore, the project site is not susceptible to post-liquefaction settlement and lateral spreading that would be detrimental to the proposed site improvements, and liquefaction of the soil and rock beneath the site is considered unlikely. Thus, impacts would be less than significant.

iv) Landslides?

Less Than Significant Impact. The existing topography at the site and near vicinity consists of low to moderately sloping hillside terrain. The site is not in an area of known historical landslides. There is no evidence of past landslides or soil creep. The potential for the occurrence of a landslide hazard is very low due to the site's generally flat terrain. Therefore, impacts would be less than significant.

b) Result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. Project development would involve grading and construction activities that would temporarily leave disturbed soil vulnerable to erosion if effective erosion-control measures were not

3. Environmental Analysis

used. Construction of the proposed project would be required to comply with best management practices (BMPs) that reduce or eliminate soil erosion from construction sites. Common means of soil erosion from construction sites include water, wind, and being tracked off-site by vehicles. Compliance with BMPs, such as jute bales, covering loads, truck washing areas, and covering stockpiles of materials would reduce soil erosion during construction. Paved and building areas with maintained landscaping will reduce the potential for erosion during operation. Compliance with BMPs is required by the federal and State Clean Water Acts and is administered by the City of Roseville. Compliance with existing regulations governing erosion from construction sites would ensure the project's impacts on soil erosion would be less than significant.

- c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?**

Less Than Significant Impact. Project development would not cause substantial hazards related to liquefaction and landslides, as substantiated in Sections 3.7.a.iii and 3.7.a.iv, respectively. Lateral spreading is the downslope movement of surface sediment due to liquefaction in a subsurface layer. The topography in the vicinity of the project site is relatively flat. Therefore, the potential for lateral spreading at the project site is considered very low. Impacts would be less than significant.

- 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?**

Less Than Significant Impact. Expansive soils swell when they become wet and shrink when they dry out, resulting in the potential for cracked building foundations. All structures built on-site would adhere to the 2022 CBC, or most recent version. Additionally, since the site would be part of a school site, the California Geological Survey and Division of the State Architect would ensure that all potential impacts to the buildings would be sufficiently reduced. Therefore, the project would have less-than-significant impacts on exposing people or the proposed structures to adverse effects associated with expansive soils.

- e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?**

No Impact. The project site is served by an existing sewer system. The proposed project would not involve the use of septic tanks or any other alternative wastewater disposal systems. Therefore, the proposed project would not have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater. No impact would occur.

3. Environmental Analysis

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant Impact With Mitigation Incorporated. Paleontological resources are fossilized remains of past life on earth, such as bones, shells, leaves, tracks, burrows, and impressions. The project site is currently developed. The proposed project would require limited grading and other ground-disturbing construction activities to accommodate the construction of the proposed project and utility requirements. Due to the ground disturbance associated with construction, there is potential that natural landform beneath the site would be encountered during construction and that subsurface resources and/or paleontological resources would be discovered. Implementation of Mitigation Measure GEO-1 would ensure that if resources are discovered during ground-disturbing activities that resources would be recovered in accordance with state and federal requirements. Implementation of Mitigation Measure GEO-1 would reduce impacts to paleontological resources to a less-than-significant level.

Mitigation Measure

GEO-1 Prior to construction, the District shall identify a qualified paleontologist to be on call. If unique paleontological resources are discovered during excavation and/or construction activities, construction shall stop within 50 feet of the find, and the qualified paleontologist shall be consulted to determine whether the resource requires further study. The paleontologist shall make recommendations to the District to protect the discovered resources. Any paleontological resources recovered shall be provided to the North Central Information Center and California State University, Sacramento Natural History Museums, or repository willing and able to accept and house the resource to preserve for future scientific study.

GREENHOUSE GAS EMISSIONS

Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less Than Significant Impact. Global climate change is not confined to a particular project area and is generally accepted as the consequence of global industrialization over the last 200 years. A typical project, even a very large one, does not generate enough GHG emissions on its own to influence global climate change significantly; hence, the issue of global climate change is, by definition, a cumulative environmental impact. PCAPCD adopted a *de minimis* bright-line threshold for the operational phase of 1,100 metric tons of CO₂-equivalent emissions (MTCO₂e) per year. Therefore, if the proposed project's construction- and operation-phase GHG emissions exceed these thresholds, then GHG emissions would be considered to substantially and cumulatively contribute to statewide GHG emissions in the absence of reduction measures.

3. Environmental Analysis

Construction-Phase GHG Emissions

The proposed project would generate GHG emissions during construction activities primarily due to the use of construction equipment—largely diesel-powered—and construction workers and haul trucks traveling to and from the project site. As the PCAPCD does not explicitly have a significance threshold for construction GHG emissions, the proposed project’s construction GHG emissions were quantified using CalEEMod v2022.1, consistent with the modeling assumptions used in the Air Quality analysis in Section 3.3 and were amortized over the expected lifetime of the project (30 years) and added to the operational GHG emissions. Project-related construction-phase GHG emissions are shown in Table 7, *Project-Related Construction GHG Emissions*.

As shown in Table 7, the proposed project would generate a total 879 MTCO_{2e} over the course of the 30-month construction schedule. Over an assumed 30-year lifetime of the proposed project, construction GHG emissions would be an estimated 29 MTCO_{2e} per year and are added to the proposed project’s operational GHG emissions.

Table 7 Project-Related Construction GHG Emissions

Year	Total MTCO _{2e} /Year	Percentage of Total Emissions
2024	580	66%
2025	57	6%
2026	242	28%
Total Construction	879	100%
Amortized over 30 years	29 MTCO _{2e}	-

Source: CalEEMod, Version 2022.1.

Notes: MTCO_{2e} = metric ton of carbon dioxide equivalent

Operational-Phase GHG Emissions

Because student capacity would not increase after buildout of the proposed project, operation of the proposed project would not result in an increase in trips, water demand, wastewater generation, or solid waste generation. Operation of the new multistory classroom building would only result in area sources (e.g., consumer cleaning products) and energy usage (i.e., natural gas and electricity). Furthermore, GHG emissions from building energy use would be minimized because the existing school buildings, which were constructed prior to modern building energy codes, would be replaced with a new classroom building that meets the current California Building and Energy Efficiency Standards.

Project-related operation-phase GHG emissions are shown in Table 8, *Project-Related Operation GHG Emissions*. As noted in the Air Quality analysis in Section 3.3, this analysis considers the full operation of the proposed project and conservatively does not subtract emissions from existing on-site building operations that would be replaced before comparing against PCAPCD significance thresholds. As shown in Table 8, operation of the proposed project would not generate annual emissions that exceed the PCAPCD’s *de minimis* level for operational phase of 1,100 metric MTCO_{2e} per year (PCAPCD 2017). Therefore, the proposed project’s cumulative contribution to GHG emissions would be less than significant and no further analysis is required.

3. Environmental Analysis

Table 8 Project-Related Operation GHG Emissions

Source ¹	GHG Emissions (MTCO ₂ e/Year)	Percentage of Total Emissions
Area	<1	<1%
Energy	56	45%
Amortized Construction Emissions	29	55%
Total	86	100%
PCAPCD <i>De Minimis</i> Level for operational phase	1,100 MTCO ₂ e/Year	NA
Exceeds Threshold?	No	NA

Source: Appendix A, CalEEMod, Version 2022.1.

Notes: MTCO₂e = metric ton of carbon dioxide equivalent; PCAPCD = Placer County Air Pollution Control District

¹ Because student capacity would not increase after buildout of the proposed project, operation of the proposed project would not result in an increase in trips, water demand, wastewater generation, or solid waste generation.

b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less Than Significant Impact. Applicable plans adopted for the purpose of reducing GHG emissions include CARB’s Scoping Plan and the Placer County Transportation Planning Agency’s (PCTPA) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). A consistency analysis with these plans is presented below.

CARB Scoping Plan

CARB adopted the *2022 Scoping Plan for Achieving Carbon Neutrality* (2022 Scoping Plan) on November 16, 2022, which lays out a path to achieve carbon neutrality by 2045 or earlier and to reduce the State’s anthropogenic (human-caused) GHG emissions (CARB 2022). The Scoping Plan was updated to address the carbon neutrality goals of Executive Order (EO) B-55-18 and the ambitious GHG reduction target of 85 percent below 1990 levels by 2045 as directed by AB 1279.

The CARB Scoping Plan is applicable to state agencies but is not directly applicable to cities or counties and individual projects (i.e., the Scoping Plan does not require the City to adopt policies, programs, or regulations to reduce GHG emissions). However, new regulations adopted by the state agencies outlined in the Scoping Plan result in GHG emissions reductions at the local level. As a result, local jurisdictions benefit from reductions in transportation emissions rates, increases in water efficiency in the building and landscape codes, and other statewide actions that affect a local jurisdiction’s emissions inventory from the top down. Statewide strategies to reduce GHG emissions include the Low-Carbon Fuel Standard (LCFS) and changes in the corporate average fuel economy standards (e.g., Pavley I and Pavley California Advanced Clean Cars program).

The CARB Scoping Plan also outlines three distinct approaches that lead agencies may consider for evaluating alignment of proposed land use development projects (residential or mixed-use residential) with the State’s climate goals, and therefore may have a less-than-significant impact on GHG emissions. The first approach is to examine whether the project includes key project attributes that reduce operational GHG emissions while simultaneously advancing fair housing. The second approach to project-level alignment with State climate goals

3. Environmental Analysis

is net-zero GHG emissions, especially for new residential development. The third approach to demonstrating project-level alignment with State climate goals is to align with GHG thresholds of significance, which many local air quality management districts (AQMDs) and air pollution control districts (APCDs) have developed or adopted (CARB 2022).

The proposed project would adhere to the key project attributes, programs, and regulations identified by the Scoping Plan and implemented by state, regional, and local agencies to achieve the statewide GHG reduction goals of AB 32, SB 32, and AB 1279. Future development projects would be required to comply with these state GHG emissions-reduction measures because they are statewide strategies. For example, the new multistory classroom building would meet the latest applicable CALGreen and Building Energy Efficiency Standards in effect at the time when applying for building permits. Therefore, the proposed project's GHG emissions would be reduced from compliance with statewide measures that have been adopted since AB 32, SB 32, and AB 1279 were adopted and would not obstruct implementation of the CARB Scoping Plan. Impacts would be less than significant.

PCTPA's Regional Transportation Plan/Sustainable Communities Strategy

PCTPA adopted the Final RTP 2040 RTP in September 2019 to document the policy direction, actions, and funding recommendations to meet Placer County's transportation systems over the next 20 years (PCTPA 2019). The 2040 RTP was incorporated into the six-county Metropolitan Transportation Plan (MTP) developed by the Sacramento Area Council of Governments (SACOG). While the 2040 RTP focuses on Placer County, the MTP plans for transportation investments across the six-county Sacramento region.

The 2040 RTP identifies new growth areas to accommodate jobs and housing that will balance well with the land use and transportation planning in the county. This long-range planning document contains 10 goals, each with supporting policies and objectives, to address the County's traffic congestion, mobility needs, and maintenance of existing transportation infrastructure. Some of the overarching goals in the 2040 RTP is to maintain countywide roadway systems, provide regionally and locally coordinated transit service that connects residential areas with employment centers, improve passenger rail service, promote aviation services that complement the countywide transportation system, provide safe and efficient movements of goods throughout the county, and to promote a convenient non-motorized transportation system (PCTPA 2019). The 2040 RTP transportation projects help more efficiently distribute population, housing, and employment growth, and forecast development is generally consistent with regional-level general plan data to promote active transportation and reduce GHG emissions. The projected regional development, when integrated with the proposed regional transportation network in the 2040 RTP, would reduce GHG emissions related to vehicular travel and improve air quality.

The 2040 RTP does not require that local general plans, specific plans, or zoning be consistent with the SCS, but provides incentives for consistency for governments and developers. As stated previously, implementation of the proposed project would not result in an increase in staff or student capacity. As such, the proposed project would not change the existing vehicle trip generation to and from campus. The proposed project would not be considered a regionally significant project and would not directly induce substantial population growth. Therefore, the proposed project would not interfere with PCTPA's ability to implement the regional strategies in the 2040 RTP, and impacts would be less than significant.

3. Environmental Analysis

HAZARDS AND HAZARDOUS MATERIALS

The term “hazardous material” is defined in different ways by different regulatory programs. For purposes of this environmental document, the definition of “hazardous material” is similar to that in the California Health and Safety Code, Section 25501:

Hazardous materials that, because of their quantity, concentration, or physical or chemical characteristics, pose a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment.

“Hazardous waste” is a subset of hazardous materials, and the definition is essentially the same as that in the California Health and Safety Code, Section 25517, and in the California Code of Regulations, Title 22, Section 66261.2:

Hazardous wastes are those that, because of their quantity, concentration, or physical, chemical, or infectious characteristics, may either cause, or significantly contribute to an increase in mortality or an increase in serious illness, or pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported, disposed of, or otherwise managed.

Hazardous materials can be categorized as hazardous nonradioactive chemical materials, radioactive materials, and biohazardous materials (infectious agents such as microorganisms, bacteria, molds, parasites, viruses, and medical waste).

Would the project:

- a) **Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**

Less Than Significant Impact.

Construction

Construction activities of the proposed project would involve the use of larger amounts of hazardous materials than would project operation. Construction activities would include the use of materials such as cleansers and degreasers; fluids used in routine maintenance and operation of construction equipment, such as oil and lubricants; fertilizers; pesticides; and architectural coatings, including paints. However, the materials used would not be in such quantities or stored in such a manner as to pose a significant safety hazard. These activities would also be short-term or one time in nature and would cease after completion of the construction phase. Project construction workers would also be trained in safe handling and hazardous materials use.

The use, storage, transport, and disposal of construction-related hazardous materials and waste would be required to conform to existing laws and regulations, including the California Department of Toxic Substances Control (DTSC), USEPA, California Division of Occupational Safety and Health, Caltrans, Placer County Division of Environmental Health, and the Roseville Fire Department. Title 40 of the Code of Federal

3. Environmental Analysis

Regulations, Part 263, establishes standards that apply to persons transporting hazardous waste. If a transporter discharges or spills hazardous waste, he or she is required to take appropriate, immediate action to protect human health and the environment, such as notifying local authorities. Compliance with applicable laws and regulations governing the use, storage, and transportation of hazardous materials through the implementation of established safety practices, procedures, and reporting requirements would ensure that all potentially hazardous materials are used and handled in an appropriate manner and would minimize the potential for safety impacts. For example, all spills or leakage of petroleum products during construction activities are required to be immediately contained, the hazardous material identified, and the material remediated in compliance with applicable state and local regulations for the cleanup and disposal of that contaminant. All contaminated waste encountered would be required to be collected and disposed of at an appropriately licensed disposal or treatment facility. Furthermore, strict adherence to all emergency response plan requirements by the City of Roseville would be required through the duration of the construction phase. Therefore, hazards to the public or the environment arising from the routine use of hazardous materials during construction would be less than significant and no mitigation measures are necessary.

Operation

Operation of the proposed project would involve the limited use of hazardous materials for air conditioning, janitorial, maintenance, and repair activities. These materials would include cleansers, paints, degreasers, adhesives, sealers, fertilizers, and pesticides for cleaning and maintenance purposes. However, these types of materials are not considered acutely hazardous and would be used in limited quantities. Additionally, school facilities are not associated with uses that use, generate, store, or transport large quantities of hazardous materials—such uses generally include manufacturing, industrial, medical (e.g., hospital), and other similar uses.

Furthermore, the use, storage, transport, and disposal of hazardous materials of the proposed project would be required to comply with existing regulations of several agencies, including the DTSC, USEPA, California Division of Occupational Safety and Health, Caltrans, Placer County Division of Environmental Health, and the Roseville Fire Department. Compliance with applicable laws and regulations governing the use, storage, transport, and disposal of hazardous materials through the implementation of established safety practices, procedures, and reporting requirements would ensure that all potentially hazardous materials are used and handled in an appropriate manner and would minimize the potential for safety impacts.

Therefore, hazards to the public or the environment arising from the routine use, storage, transport, and disposal of hazardous materials during long-term operation of the proposed project would not occur. Impacts would be less than significant, and no mitigation measures are necessary.

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?

Less Than Significant Impact. See response to Section 3.9.a. As concluded in this section, hazards to the public or the environment arising from the routine use of hazardous materials during project construction and operation phases would be less than significant and no mitigation measures are necessary.

3. Environmental Analysis

- c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter-mile of an existing or proposed school?**

Less Than Significant Impact. Ferris Spanger Elementary School and Independence High School are within 0.25 mile of the project site. As discussed in Sections 3.9(a) and 3.9(b), the use of hazardous materials and substances during the operation of the proposed project is generally minimal and in small quantities. All hazardous materials and substances at the proposed project site would be subject to federal, state, and local health and safety requirements—e.g., Resource Conservation and Recovery Act; California Hazardous Waste Control Law; and principles prescribed by the California Department of Health Services, Centers for Disease Control and Prevention, and National Institutes of Health—and the proposed project would be under the regulatory oversight of agencies such as the Placer County Division of Environmental Health, DTSC, and the Regional Water Quality Control Board (RWQCB). The proposed project would result in a less-than-significant impact with regard to the emission or handling of hazardous or acutely hazardous materials, substances, or wastes within 0.25 mile of an existing or proposed school and no mitigation measures are necessary.

- 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?**

No Impact. The State’s Hazardous Waste and Substances Sites List (Cortese List, Government Code Section 65962.5) identifies sites with leaking underground fuel tanks, hazardous waste facilities subject to corrective actions, solid waste disposal facilities from which there is a known migration of hazardous waste, and other sites where environmental releases have occurred. According to review of the information available on the State Water Resource Control Board’s (SWRCB’s) GeoTracker and DTSC’s Envirostor websites, the project site is not listed on GeoTracker but is listed on EnviroStor as a school investigation site (DTSC 2024; SWRCB 2024). A Phase I Site Assessment was conducted at the site in 2003. The cleanup status for Roseville High School was “No Action Required” as of March 14, 2003. Therefore, impacts would be less than significant.

Currently, the project site is not identified as containing hazardous materials contamination, storage of hazardous materials, a leaking underground storage tank site, or other cleanup site. There are no other known sites containing hazardous materials contamination in the project area that would have the potential to impact the project site. Therefore, no impact to the public or to the environment would occur as a result of the project and no mitigation measures are necessary.

- e) For a project located in an airport land use plan or, where such a plan has not been adopted, within two miles or a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?**

No Impact. The project site is not in an airport land use plan and there are no public airports or private airstrips in two miles of the site. The nearest airport to the project site is Sacramento McClellan Airport, approximately 7.9 miles southwest. Therefore, no impact would occur, and no mitigation measures are necessary.

3. Environmental Analysis

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. Compliance with the Standardized Emergency Management System, California Code of Regulations, Title 19, Division 2, Section 2443, must “be documented in the areas of planning, training, exercise, and performance.” The City of Roseville Emergency Operations Plan (EOP) was approved by the City Council in June 2011. The purpose of the EOP is to provide the basis for a coordinated response before, during, and after a disaster incident affecting Roseville. Under the EOP, during a local level emergency or disaster, the Director of Emergency Services is responsible for organizing and directing the preparedness efforts of the City’s emergency operations and mutual-aid partners.

The proposed project would not interfere with the implementation of the EOP or any of the daily operations of the City’s emergency operation center, Roseville Fire Department, or Roseville Police Department. All construction activities would be required to be performed per the City’s and fire department’s standards and regulations. For example, the proposed project would be required to provide the necessary on- and off-site access and circulation for emergency vehicles and services during the construction and operation phases. The proposed project would also be required to go through the City’s development review and permitting process and would be required to incorporate all applicable design and safety standards and regulations of the Roseville Fire Department and the Fire Safe Regulations (Fire Code) of the City’s Code of Ordinances to ensure that it does not interfere with the provision of local emergency services (provision of adequate access roads to accommodate emergency response vehicles, adequate numbers/locations of fire hydrants, etc.).

Therefore, the proposed project would not impair implementation of or physically interfere with the City of Roseville’s emergency response or evacuation plans. Project-related impacts would be less than significant, and no mitigation measures are necessary.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

Less Than Significant Impact. A wildland fire hazard area is typically characterized by areas with limited access, rugged terrain, limited water supply, and combustible vegetation. As explained in Section 3.20, *Wildfire*, the project site is not in a very high fire hazard severity zone (FHSZ) (CAL FIRE 2024). Development of the project would comply with all City of Roseville requirements, including fire flows, on-site hydrants, and backflow assemblies. Project design and construction would comply with requirements for building materials and construction methods for new buildings in a FHSZ in the CBC (California Code of Regulations Title 24 Part 2) Chapter 7A. Chapter 7A contains requirements for roofing; attic ventilation; exterior walls; exterior windows and glazing; exterior doors; decking; protection of underfloor, appendages, and floor projections; and ancillary structures. The project would also comply with the California Fire Code (CFC) (California Code of Regulations Title 24 Part 9) Chapter 49, whose requirements generally parallel those in CBC Chapter 7A. Compliance with these codes and regulations would ensure that the proposed project would not result in a fire hazard or exacerbate the fire risk in the project area. Adherence to existing local, state, and federal laws would ensure that this impact remains less than significant.

3. Environmental Analysis

HYDROLOGY AND WATER QUALITY

Would the project:

- a) **Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?**

Less Than Significant Impact.

Construction

As part of Section 402 of the Clean Water Act, the USEPA has established regulations under the National Pollutant Discharge Elimination System (NPDES) program to control direct stormwater discharges. The NPDES program regulates industrial pollutant discharges, which include construction activities. In California, the SWRCB administers the NPDES permitting program and is responsible for developing NPDES permitting requirements.

The City of Roseville Municipal Code Chapter 14.20 requires development to comply with a Municipal Separate Storm Sewer System (MS4) Permit from the Central Valley RWQCB. Section F.1 of the MS4 permit specifies requirements for new developments, and Section F.1.D details the requirements for standard stormwater mitigation plans (also known as water quality management plans). The MS4 permit imposes pollution prevention requirements on planned developments, construction sites, commercial and industrial businesses, municipal facilities and activities, and residential activities.

Requirements for waste discharges potentially affecting stormwater from construction sites of one acre or more are in the SWRCB's Construction General Permit, Order No. 2012-0006-DWQ, issued in 2012. The site is larger than one acre and would be subject to requirements of the Construction General Permit. Projects obtain coverage under the Construction General Permit by filing a Notice of Intent with the SWRCB prior to grading activities and preparing and implementing a Stormwater Pollution Prevention Plan (SWPPP) during construction. The primary objective of the SWPPP is to identify, construct, implement, and maintain BMPs to reduce or eliminate pollutants in stormwater discharges and authorized non-stormwater discharges from the project site, and to contain hazardous materials. Categories of BMPs used in SWPPPs are described in Table 9, *Construction Best Management Practices*.

3. Environmental Analysis

Table 9 Construction Best Management Practices

Category	Purpose	Examples
Erosion Controls and Wind Erosion Controls	Cover and/or bind soil surface, to prevent soil particles from being detached and transported by water or wind	Mulch, geotextiles, mats, hydroseeding, earth dikes, swales
Sediment Controls	Filter out soil particles that have been detached and transported in water	Barriers such as straw bales, sandbags, fiber rolls, and gravel bag berms; desilting basin; cleaning measures such as street sweeping
Tracking Controls	Minimize the tracking of soil offsite by vehicles	Stabilized construction roadways and construction entrances/exits; entrance/outlet tire wash
Non-Storm Water Management Controls	Prohibit discharge of materials other than stormwater, such as discharges from the cleaning, maintenance and fueling of vehicles and equipment. Conduct various construction operations, including paving, grinding, and concrete curing and finishing, in ways that minimize non-stormwater discharges and contamination of any such discharges	BMPs specifying methods for: paving and grinding operations; cleaning, fueling, and maintenance of vehicles and equipment; concrete curing; concrete finishing
Waste Management and Controls (i.e., good housekeeping practices)	Management of materials and wastes to avoid contamination of stormwater	Spill prevention and control, stockpile management, and management of solid wastes and hazardous wastes

Source: CASQA 2015.

The project’s construction contractor would be required to prepare and implement a SWPPP and associated BMPs in compliance with the Construction General Permit during grading and construction. The SWPPP would specify BMPs, such as those outlined in Table 9, that the construction contractor would implement to protect water quality by eliminating and/or minimizing stormwater pollution prior to and during grading and construction and show the placement of those BMPs. Additional construction BMPs that would be incorporated into the project’s SWPPP and implemented during the construction phase include, but are not limited to:

- Perimeter control with silt fences and perimeter sandbags and/or gravel bags.
- Stabilized construction exits with rumble strip(s)/plate(s).
- Installation of storm drain inlet protection on affected on-site drains and within roadways.
- Installation of silt fences around stockpile and covering of stockpiles.
- Use of secondary containment around barrels, containers, and storage materials that may impact water quality.
- Stabilization of disturbed areas where construction ceases for a determined period (e.g., one week) with erosion controls.
- Installation of temporary sanitary facilities and dumpsters.

BMPs identified in the SWPPP would reduce or avoid contamination of stormwater with sediment and other pollutants such as trash and debris; oil, grease, fuels, and other toxic chemicals; paint, concrete, asphalt, bituminous materials, etc.; and nutrients. Adherence to the BMPs in the SWPPP would reduce, prevent, minimize, and/or treat pollutants and prevent degradation of downstream receiving waters.

3. Environmental Analysis

Based on the preceding, water quality and waste-discharge impacts from project grading and construction activities would be less than significant.

Operation

Operational-related activities of the proposed project (e.g., runoff from parking areas, solid waste storage areas, and landscaped areas) would generate pollutants that could adversely affect the water quality of downstream receiving waters if effective measures are not used to keep pollutants out of and remove pollutants from urban runoff. Therefore, the City is responsible for reviewing project plans and ensuring that requirements for waste discharges potentially affecting stormwater from project operations are met.

These requirements are in Chapter 14.20, *Urban Stormwater Quality Management and Discharge Control*, of the municipal code. As previously stated, the proposed project is subject to the NPDES permit. Compliance with the NPDES permit includes the incorporation of BMPs into the project's standard urban stormwater mitigation plan. The project applicant is required to prepare a stormwater mitigation plan that includes the BMPs necessary to control stormwater pollution from the completed project. The structural or treatment-control BMPs (including, as applicable, post-construction treatment-control BMPs) in the stormwater mitigation plan must meet the design standards in the municipal NPDES permit. Stormwater mitigation plan requirements include minimizing stormwater pollutants and limiting peak post-project stormwater runoff rates to no greater than predevelopment rates where increased runoff could increase downstream erosion.

As part of the approval process, the City is responsible for reviewing the plan to ensure that all applicable requirements have been addressed and that the applicant has identified BMPs necessary to protect the MS4 from discharges. The BMPs could include maintaining landscaping using minimum or no pesticides, providing an adequate number of receptacles while keeping them covered, and sweeping sidewalks regularly to prevent accumulation of litter and debris. Project design features, such as areas draining to BMPs, would address the anticipated and expected pollutants of concern during the project's operational phase. On-site landscaping would assist in minimizing the amount of runoff from the site by providing permeable areas for water infiltration and decreasing runoff volume. Infiltration through landscaped areas would serve as a water treatment function.

Moreover, no grading permit shall be issued by the Division of the State Architect until the City confirms that the project's stormwater mitigation plan complies with the applicable municipal NPDES permit requirements. Based on this, the project would comply with water quality standards, and impacts are less than significant.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less Than Significant Impact. The proposed project is in the Sacramento Valley Groundwater Basin, the major groundwater basin in the Sacramento River hydrologic region with 18 subbasins. Roseville is in the North American subbasin (Basin Code 5-021.64), which underlies northern Sacramento, southern Sutter, and western Placer Counties. The subbasin is bounded by the Bear River on the north, the Feather River and Sacramento Rivers on the west, the American River on the south, and a north-south line extending from the Bear River south to Folsom Lake that passes about two miles east of the city of Lincoln. The subbasin encompasses

3. Environmental Analysis

approximately 351,000 acres. The Department of Water Resources estimates that the storage capacity of the North American subbasin is approximately 4.9 million acre-feet.

The project site is in the central portion of Roseville where direct recharge is possible by applying water to the land because this area is along the eastern side of the North American groundwater subbasin, where coarse-grained soils are underlain by coarse-grained sediments that are directly connected to the groundwater aquifers (City of Roseville 2022b). Water applied in this area would migrate through the groundwater aquifer to the southwestern corner of the city. However, the project site is mostly developed and consists of impervious surfaces. Therefore, development of the site would not be expected to substantially impede groundwater recharge. Furthermore, the implementation of low-impact development techniques, as required by the *West Placer Stormwater Quality Design Manual: Stormwater Quality BMP Guidance Manual for Construction*, the City of Roseville Stormwater Management Program would preserve some of the ability of stormwater to percolate to the groundwater aquifer in developed areas (to the extent that such recharge occurs). Implementation of the City's Water Efficient Landscape Ordinance would reduce the amount of water that is necessary for landscape irrigation, helping to conserve groundwater supplies on a regional level.

With regard to groundwater supply, drinking water for the City of Roseville is primarily supplied from surface water obtained from the Folsom Reservoir. However, the City currently operates 6 groundwater wells and has plans to construct 10 more. The existing wells are capable of delivering a total of 17,500 acre-feet per year. When all 10 wells are constructed, they would increase the City's groundwater pumping capacity to 43,800 acre-feet per year. The City's groundwater wells are primarily used for backup water supply and to improve water supply reliability during drought and emergency conditions. It is the City's policy to use groundwater for water supply only in times of shortage.

With regard to groundwater recharge in relation to water supply, the City's aquifer storage and recovery program allows it to maximize sustained use of the groundwater basin in conjunction with surface water supplies, while providing a strong backup water supply during critically dry years, consistent with the City's commitments contained in the Water Forum Agreement. The City's program is designed to inject and store surplus drinking water in the underlying aquifer during periods of normal and above normal precipitation. This stored drinking water can be extracted and used to meet peak demands during dry years. The City currently operates one groundwater injection well. At full buildout of the program, the City envisions a network of up to 12 groundwater injection wells that could store up to 10,000 acre-feet per year of water (City of Roseville 2022b). The aquifer storage and recovery program ensures that the City's use of groundwater does not substantially deplete groundwater supplies.

Section 3.19, *Utilities and Service Systems*, substantiates that Roseville will have adequate water supplies to meet water demands in its service area through 2045 during normal years—in single-dry years and some multiple dry years, water supply deficit may occur. However, according to the City of Roseville 2020 Urban Water Management Plan, remaining deficits will be mitigated by potable water conservation measures implemented as part of the Water Shortage Contingency Plan (City of Roseville 2022b).

3. Environmental Analysis

In addition, the Western Placer County Groundwater Management Plan was developed to provide planned and coordinated monitoring, operation, and administration of groundwater basins with the goal of long-term groundwater resource sustainability, and to comply with the passage of the 1992 Groundwater Management Act (AB 3030, Water Code Part 2.75, Section 10750 et seq.). The City's groundwater and water supply master planning is in alignment with this plan and will not impede plan implementation.

Based on past construction activities on-site, it is not anticipated that the proposed underground utility trenches will encounter shallow groundwater. Therefore, the project would not impede sustainable groundwater management, and impacts are less than significant.

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 that would:

i) Result in substantial erosion or siltation on- or off-site?

Less Than Significant Impact. The proposed project would not alter the course of a stream or river. Construction of the project would increase the potential for erosion and siltation. However, the proposed project would include BMPs, such as landscaping, that would reduce runoff, and improvements would be constructed over a short period of time. Therefore, a less-than-significant impact would occur.

ii) Substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?

Less Than Significant Impact. The proposed project would not alter the course of a stream. Project implementation would include pervious and impervious surfaces on-site. With the use of BMPs and compliance with local, state, and federal regulations, to ensure that drainage patterns and stormwater runoff are maintained, impacts would be less than significant.

iii) Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less Than Significant Impact. Project implementation would include pervious and impervious surfaces on-site. The proposed project would disperse runoff to adjacent pervious areas and small collection areas where runoff could be retained. The proposed project is required to comply with the City of Roseville Municipal Code Chapter 14.20, which requires development to comply with an MS4 permit from the Central Valley RWQCB. With the proposed BMPs, impacts associated with impervious surfaces would be reduced. The proposed project would be required to comply with local, state, and federal regulations pertaining to stormwater. Therefore, the proposed project would not exceed the capacity of existing or planned stormwater drainage systems. Impacts would be less than significant.

3. Environmental Analysis

iv) Impede or redirect flood flows?

Less Than Significant Impact. The project site is designated by the Federal Emergency Management Agency as being within Zone X, indicating minimal risk of flooding (FEMA 2024). Moreover, the project site is not in a 100- or 500-year flood zone (FEMA 2024). Although the proposed project would increase impervious surfaces, the project site is not in an area of flood risk, and on-site landscaping would reduce impacts from on- or off-site flooding. Therefore, impacts are less than significant.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

No Impact. As provided in Section 3.10.c.iv, the project site is not within a flood hazard zone. The project site is not in an area that is subject to seiches, mudflows, or tsunamis due to the absence of any nearby bodies of water and mud/debris channels. In addition, the project is not in the vicinity of any levees. Therefore, the project would not be exposed to seiches, mudflows, or tsunami hazards, and no impact would occur.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less Than Significant Impact. As provided in Section 3.10.b, the project site is in a groundwater management plan. The City's groundwater and water supply master planning is in alignment with Western Placer County Groundwater Management Plan and will not impede plan implementation. Development of the site would not be expected to substantially impede groundwater recharge or decrease water supplies. The proposed project would comply with water quality requirements in the Statewide Construction General Permit, the NPDES, and the City of Roseville Municipal Code Chapter 14.20, *Urban Stormwater Quality Management and Discharge Control*. Therefore, the project would not impede sustainable groundwater management of the basin, and impacts are less than significant.

LAND USE AND PLANNING

Would the project:

a) Physically divide an established community?

No Impact. The proposed project would not divide an established residential community because it would occur entirely on an existing school property with a parking lot. Therefore, no impact would occur, and no mitigation measures are necessary.

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?

No Impact. Implementation of the proposed project would generally not conflict with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect. The project site is in the City of Roseville and the prevailing adopted planning and regulatory documents that govern development and use of the project site are the City of Roseville General Plan and Zoning Ordinance (Title 19 of the City of Roseville Municipal Code). The City of

3. Environmental Analysis

Roseville General Plan land use designations of the project site is Public Quasi-Public (P/QP). The project site is zoned Public/Quasi-Public (P/QP) (City of Roseville 2024). The proposed Roseville High School Improvement Project is permitted under the P/QP land use designation and P/QP zoning district. As the location of the proposed project is compatible with the surrounding land uses, no impact would occur, and no mitigation measures are necessary.

MINERAL RESOURCES

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?**

No Impact. No mineral resource recovery sites of statewide or regional significance are on or in the immediate vicinity of the project site. Additionally, mining on the project site would be incompatible with the surrounding uses, which consist mostly of residential uses. Mining is also not a permitted use under the site's general plan land use and zoning designations. Implementation of the proposed project would not result in the loss of availability of a known mineral resource or resource recovery site. No mineral resource impact would occur, and no mitigation measures are necessary.

- 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?**

No Impact. As discussed in Section 3.12(a), no mineral resource recovery sites are identified on or in the immediate vicinity of the project site. There would be no loss of availability of locally important mineral resources, and no impact would occur. No mitigation measures are necessary.

NOISE

Noise Fundamentals

Noise is defined as unwanted sound and, when overexposed, is known to have several adverse effects on people, including hearing loss, speech and sleep interference, physiological responses, and annoyance. Based on these known adverse effects of noise, federal, state, and city governments have established criteria to protect public health and safety and to prevent the disruption of certain human activities, such as classroom instruction, communication, or sleep. Additional information on noise and vibration fundamentals and applicable regulations are contained in Appendix C.

Existing Noise Environment

The project site is in a predominantly residential area in the City of Roseville along Tiger Way. The project site includes existing Roseville High School classroom buildings and recreational sites such as the existing pool. As shown in Figure 3, *Aerial Photograph*, to the south and west of the project site across Campo Street are residences and east and north of the project site is the existing Roseville High School campus.

3. Environmental Analysis

Noise in the vicinity of the project site is primarily characterized by roadway noise from Tiger Way and Campo Street. Noise from nearby residential uses (e.g., property maintenance noise) and existing school uses also contribute to the overall noise environment in the project vicinity. To establish existing conditions, ambient noise monitoring was conducted around the project site on March 21, 2024, during afternoon school hours. The short-term sound level meter used (Larson Davis LxT) for noise monitoring satisfies the American National Standards Institute standard for Type 1 instrumentation.⁴ The short-term sound level meter was set to “slow” response and “A” weighting (dBA). The meter was calibrated prior to and after each monitoring period. All measurements were at least 5 feet above the ground and away from reflective surfaces. Short-term measurement results are detailed below and summarized in Table 10, *Short-Term Noise Measurements Summary*.

- **Short-Term Location 1 (ST-1)** was conducted south of the existing portable classrooms on the project site. The measurement location was approximately 10 feet from the nearest portable classroom, behind a chain-link fence. A 15-minute noise measurement began at 4:42 p.m. on Thursday, March 21, 2024. The noise environment is characterized primarily by distant traffic noise of vehicles entering and exiting the senior parking lot from Campo Street, vehicles driving in the alley, and pedestrians walking and chatting. One motorcycle traveled along the alley approximately five feet from the measurement around 4:50 p.m.. Noise levels generally ranged from 41 to 92 dBA.
- **Short-Term Location 2 (ST-2)** was conducted near the intersection of Campo Street and Alta Vista Street. A 15-minute noise measurement began at 5:06 p.m. on Thursday, March 21, 2024. The noise measurement was conducted during after-school activities. The noise primarily consisted of traffic along Campo Street, cars parking, people talking with occasional shouting, and distant band practice noise. Noise levels generally ranged from 53 to 75 dBA.
- **Short-Term Location 3 (ST-3)** was conducted along Las Flores Avenue. A 15-minute noise measurement began at 5:31 p.m. on Thursday, March 21, 2024. The noise measurement was conducted during afternoon hours. The noise primarily consisted of traffic along Las Flores Avenue, pedestrians walking and chatting, cars parking, and distant band practice. Noise levels generally ranged from 47 to 67 dBA.

Table 10 Short-Term Noise Measurements Summary

Monitoring Location	Description	15-minute Noise Level, dBA						
		L _{eq}	L _{max}	L _{min}	L50	L25	L8	L2
ST-1	Alley South of Portable Classrooms 3/21/2024, 4:42 p.m.	66	92	41	45	46	50	66
ST-2	Campo Street North of Existing Pool 3/21/2024, 5:06 p.m.	62	75	53	60	63	65	68
ST-3	West of Project Site along Las Floras Avenue 3/21/2024, 5:31 p.m.	54	67	47	51	53	58	63

Source: PlaceWorks, 2024.

⁴ Monitoring of ambient noise was performed using a Larson-Davis model LxT sound level meter.

3. Environmental Analysis

Sensitive Receptors

Certain land uses are particularly sensitive to noise and vibration. These uses include residences, schools, hospital facilities, houses of worship, and open space/recreation areas where quiet environments are necessary for the enjoyment, public health, and safety of the community. The nearest off-site sensitive receptors to the project site are the residences west and south along Alta Vista Avenue and Campo Street.

Applicable Standards

California Building Code

The State of California's noise insulation standards for nonresidential uses are codified in the California Code of Regulations, Title 24, Building Standards Administrative Code, Part 11, California Green Building Standards Code (CALGreen). CALGreen noise standards are applied to new or renovation construction projects in California to control interior noise levels resulting from exterior noise sources. Proposed projects may use either the prescriptive method (Section 5.507.4.1) or the performance method (Section 5.507.4.2) to show compliance. Under the prescriptive method, a project must demonstrate transmission loss ratings for the wall and roof-ceiling assemblies and exterior windows when located within a noise environment of 65 dBA CNEL or higher. Under the performance method, a project must demonstrate that interior noise levels do not exceed 50 dBA $L_{eq(1hr)}$.

City of Roseville Municipal Code

Stationary sources of noise are governed under Roseville Municipal Code, Chapter 9.24, *Noise Regulation*. Section 9.24.100 states for non-transportation or fixed sound sources that no person shall, within the City, create any sound, radiated for extended periods from any premises that produces a sound pressure level at any point on the property in excess of 50 dBA L_{eq} and 70 dBA L_{max} during the daytime hours of 7:00 a.m. to 10:00 p.m. or 45 dBA L_{eq} and 65 dBA L_{max} during the nighttime hours of 10:00 p.m. to 7:00 a.m. It is unlawful for any person to create or allow the creation of any sound that exceeds these standards by more than 3 dBA or exceed the existing ambient sound by 3 dBA or more (whichever is greater). Lastly, the sound level standards shall be reduced by 5 dBA for simple tone noises, consisting of speech and music. However, in no case shall the sound level standard be lower than the ambient sound level plus 3 dBA.

Section 9.24.030 of the municipal code also exempts the following noise sources from the provisions of the municipal code.

- Sound sources typically associated with residential uses (e.g., children at play, air conditioning and similar equipment, but not including barking dogs).
- Sound sources associated with property maintenance (e.g., lawn mowers, edgers, blowers, pool pumps, power tools, etc.) provided such activities take place between the hours of 8:00 a.m. and 9:00 p.m.
- The normal operation of public and private schools typically consisting of classes and other school-sponsored activities.
- Private construction (e.g., construction, alteration, or repair activities) between the hours of 7:00 a.m. and 7:00 p.m. Monday through Friday, and between the hours of 8:00 a.m. and 8:00 p.m. Saturday and Sunday; provided, however, that all construction equipment shall be fitted with factory installed muffling devices and that all construction equipment shall be maintained in good working order.

3. Environmental Analysis

Federal Transit Administration

The City of Roseville does not have a quantified threshold for temporary construction noise and vibration. Therefore, to determine impact significance, the following Federal Transit Administration (FTA) criteria are used in this noise impact study.

A vibration or construction noise impact would occur if:

- Vibration levels would exceed 0.20 inches per second (in/sec) peak particle velocity (PPV) at the façade of a non-engineered structure (e.g., wood-frame residential).
- Project construction activities would generate noise levels greater than 80 dBA L_{eq} at the sensitive receptor property line.

Where available, the significance criteria established by the applicable noise standards may be relied on to make the following determinations.

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 the local general plan or noise ordinance, or applicable standards of other agencies?**

Less Than Significant with Mitigation. Following is a discussion of the temporary and permanent noise impacts as a result of the project's construction and operational phases.

Construction Noise

The total duration for project construction is anticipated to be in two phases. Phase 1 would include demolition of the auxiliary gymnasium, which would be approximately three months, with a tentative start date of June 2024. Phase 2 will occur from March 2025 to December 2026 in two increments.

Overall construction is estimated to take approximately two years and six months, from June 2024 to December 2026. Two types of short-term noise impacts could occur during construction: (1) mobile-source noise from transport of workers, material deliveries, and debris and soil haul and (2) stationary-source noise from use of construction equipment.

Construction Vehicles

The transport of workers and materials to and from the construction site would incrementally increase noise levels along site access roadways. Individual construction vehicle pass-bys may create momentary noise levels of up to approximately 85 dBA L_{max} at 50 feet from the worker and vendor vehicles. However, these occurrences would generally be infrequent and last short periods of time.

Worker and vendor trips would range between approximately 15 and 45 daily trips during individual and overlapping construction phases. Haul truck trips would range between 1 and 316 trips a day. A maximum of 362 combined worker, vendor, and haul truck trips a day would occur during overlapping phases. Even though

3. Environmental Analysis

the project-related traffic would increase the traffic volumes temporarily, the overall traffic volumes of up to 362 daily construction trips would not result in a doubling of traffic. Project construction trips would result in a temporary noise increase of less than 3 dBA CNEL, which would not be a substantial nor permanent noise increase. Therefore, construction-vehicle noise impacts would be considered less than significant, and no mitigation measures are necessary.

Construction Equipment

Noise generated by on-site construction equipment is based on the type of equipment used, its location relative to sensitive receptors, and the timing and duration of noise-generating activities. Each stage of construction involves different kinds of equipment and has distinct noise characteristics. Noise levels from construction activities are typically dominated by the loudest equipment. The dominant equipment noise source is typically the engine, although work-piece noise (such as dropping of materials) can also be noticeable.

The noise produced at each construction stage is determined by combining the L_{eq} contributions from each piece of equipment used at a given time, while accounting for the ongoing time-variations of noise emissions. Heavy equipment, such as a dozer or a loader, can have maximum, short-duration noise levels of up to 85 dBA at 50 feet. However, overall noise emissions vary considerably, depending on the specific activity performed at any given moment. Noise attenuation due to distance, the number and type of equipment, and the load and power requirements to accomplish tasks at each construction phase would result in different noise levels from construction activities at a given receptor. Since noise from construction equipment is intermittent and diminishes at a rate of at least 6 dBA per doubling of distance (conservatively ignoring other attenuation effects from air absorption, ground effects, and shielding effects), the average noise levels at noise-sensitive receptors could vary considerably, because mobile construction equipment would move around the site with different loads and power requirements.

Average noise levels from project-related construction activities are calculated by modeling the three loudest pieces of equipment per activity phase (e.g., demolition, site preparation, building construction). Equipment for each construction phase is modeled at spatially averaged distances (i.e., from the center of each activity to the property line of the nearest receptors) because the area around the center of construction activities best represents the potential average (L_{eq}) construction-related noise levels at the various sensitive receptors. Construction equipment for the phases are modeled from the closest project site to the sensitive receptors, respectively. Construction activity occurring at the location of the portable classrooms would be closest to the residences along Alta Vista Avenue, while construction activity at the location of the existing pool would be closest to the residences near Campo Street. Additionally, construction for the outdoor dining patio and quad extension would occur to the nearest residential properties along Sierra Boulevard to the northwest and residential properties to the south of Coronado Avenue.

The project's expected construction equipment mix was categorized by construction activity using the Federal Highway Administration (FHWA) Roadway Construction Noise Model (RCNM). The associated, aggregate sound levels—grouped by construction activity—are summarized in Table 11. RCNM input and output worksheets are included in Appendix C.

3. Environmental Analysis

Table 11 Project-Related Construction Noise by Activity Phase, dBA L_{eq}

Construction Activity Phase	RCNM Reference Noise Level	Residences Along Alta Vista Avenue	Residences Along Campo Street	Residences Along Sierra Boulevard	Residences Along Coronado Avenue
<i>Distance in feet from portable classroom location</i>	50	75	340	280	780
Building Demolition	85	81	68	70	61
Pavement Demolition	84	80	67	69	60
Site Preparation	79	76	62	64	55
Grading 1	82	78	65	67	58
Grading 2	80	77	64	65	56
Grading 3	81	77	64	66	57
Building Construction	79	76	62	64	55
Paving	83	80	66	68	59
Architectural Coating	74	70	57	59	50
Finishing/Landscaping	77	73	60	62	53
<i>Distance in feet from existing pool site</i>	50	230	85	100	340
Building Demolition	85	71	80	79	68
Pavement Demolition	84	70	79	78	67
Site Preparation	79	66	74	73	62
Grading 1	82	69	77	76	65
Grading 2	80	67	76	74	64
Grading 3	81	68	76	75	64
Building Construction	79	66	74	73	62
Paving	83	70	78	77	66
Architectural Coating	74	60	69	68	57
Finishing/Landscaping	77	63	72	71	60
Building Demolition	85	71	80	79	68
<i>Distance in feet from outdoor dining patio and quad extension</i>	50	360	140	110	160
Building Demolition	85	67	76	78	74
Pavement Demolition	84	66	75	77	73
Site Preparation	79	62	70	72	69
Grading 1	82	65	73	75	72
Grading 2	80	63	71	73	70
Grading 3	81	64	72	74	71
Building Construction	79	62	70	72	69
Paving	83	66	74	76	73
Architectural Coating	74	57	65	67	64
Finishing/Landscaping	77	60	68	70	67
Building Construction	84	66	75	77	73
Architectural Coating	79	62	70	72	69
Maximum dBA L _{eq}		77	83	64	---
Exceed 80 L _{eq} dBA Threshold?		Yes	Yes	No	No

Notes: Calculations performed with the FHWA RCNM software are included in Appendix C.

Bold = Exceeds FTA 80 dBA Leq Threshold.

3. Environmental Analysis

As shown in Table 11, on-site construction-related noise levels would exceed the 80 dBA L_{eq} threshold by 1 dBA during utility trenching activities at the nearest sensitive receptors west of the project site. As stated in Section 9.24.030, *Exemptions*, of the Roseville Municipal Code, all construction equipment shall be fitted with factory installed muffling devices. A study prepared for the US Department of Transportation found that improved muffling will generally lower the overall noise level by 1 to 3 dBA and in cases where a particular piece of equipment either does not have or has a very poor muffler, the application of a good muffler will reduce the overall noise by 6 to 12 dBA (Toth 1979). The construction equipment modeled is assumed to not have any mufflers or sound-attenuating devices installed. Therefore, the estimated noise levels are conservative. The project would comply with Section 9.24.030 of the Municipal Code and install factory muffling devices. By compliance, construction noise would be reduced by at least 6 dBA. Therefore, construction noise levels would be reduced to 75 dBA or less and impacts would be less than significant.

Operational Noise

Mobile Noise

A project will normally have a significant effect on the environment related to noise if it will substantially increase the ambient noise levels at adjoining areas. Most people can detect changes in sound levels of approximately 3 dBA under normal, quiet conditions, and changes of 1 to 3 dBA are detectable under quiet, controlled conditions. Changes of less than 1 dBA are usually indiscernible. A change of 5 dBA is readily discernible to most people in an exterior environment. Based on this, the following thresholds of significance, similar to those recommended by the Federal Aviation Administration, are used to assess traffic noise impacts at sensitive receptor locations. A significant impact would occur if traffic noise increase would exceed:

- 1.5 dBA in ambient noise environments of 65 dBA CNEL and higher.
- 3 dBA in ambient noise environments of 60 to 64 dBA CNEL.
- 5 dBA in ambient noise environments of less than 60 dBA CNEL.

As described in Section 3.17, *Transportation*, the proposed project would not generate a net increase in vehicle trips to and from the high school campus when compared to baseline conditions. Furthermore, the proposed project would relocate the pool that would be demolished in Phase 1 of construction with the replacement of the multi-story classroom, thereby removing a source of outdoor noise. The relocation of the pool would potentially decrease the number of users for the future project site. Therefore, operational noise from the proposed project would result in less-than-significant impacts.

Project-Related Stationary Noise

Mechanical Equipment Noise

Though Section 9.24.030 of the municipal code exempts air conditioning noise and noise from similar equipment, this is only exempt when associated with residential uses. Therefore, noise from potential heating, ventilation, and air conditioning (HVAC) equipment associated with the new school building is analyzed. Typical HVAC equipment generates noise levels ranging up to 72 dBA at a distance of 3 feet. To be conservative, it is assumed that HVAC equipment would be installed at the nearest edge of the building to sensitive receptors. The nearest residential property line to the new proposed building is approximately 50 feet to the west across

3. Environmental Analysis

Campo Street. At this distance, noise levels would attenuate to 48 dBA. HVAC noise levels would potentially exceed the City's nighttime noise standards of 45 dBA for stationary noise sources. Therefore, impacts would be potentially significant. However, with Mitigation Measure NOI-1, HVAC noise would be reduced to a less-than-significant impact.

Mitigation Measure

NOI-1 Mechanical equipment shall be selected and designed to meet the City's noise limits of 50 dBA L_{eq} and 45 dBA L_{eq} at residential uses during daytime and nighttime, respectively. A qualified acoustical consultant shall be retained to assist in selecting and reviewing mechanical noise specification to determine noise code compliance and/or identify specific noise reduction measures necessary to reduce mechanical noise to comply with the City's noise code. Noise reduction measures could include, but are not limited to:

- Selection of equipment that emits noise levels of 45 dBA or less at a distance of 50 feet.
- Installation of noise dampening techniques, such as enclosures and parapet walls, to block the line-of-sight between the noise source and the nearest receptors to reduce noise levels to 45 dBA or less.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact with Mitigation. Following is a discussion of the project's temporary and operational vibration impacts as a result of the project's construction and operational phases.

Operational Vibration

Project operation would not include any substantial long-term vibration sources. Therefore, no significant vibration impacts would occur.

Construction Vibration

Construction operations can generate varying degrees of ground vibration, depending on the construction procedures and equipment. Operation of construction equipment generates vibrations that spread through the ground and diminish with distance from the source. The effect on buildings in the vicinity of the construction site varies depending on soil type, ground strata, and receptor-building construction. The effects from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibrations at moderate levels, to slight structural damage at the highest levels. Vibration from construction activities rarely reaches the levels that can damage structures.

For reference, a vibration level of 0.20 in/sec PPV is used as the limit for non-engineered timber and masonry buildings, which would conservatively apply to the surrounding structures (FTA 2018). To determine potential vibration-induced architectural damage, the distance from the vibration source (construction equipment) to the vibration-sensitive receptors, which include nearby residences, are measured from the edge of the construction site to the nearest building façade. Vibration-induced architectural damage is assessed in terms of peak velocity (PPV). As shown in Table 12, PPV levels for typical construction equipment would exceed the 0.20 in/sec PPV

3. Environmental Analysis

standard at the nearest vibration-sensitive receptors to the west and south of the project site as construction equipment could be located approximately 25 feet away from the façade of the nearby residences.

Paving and grading activities could occur within 25 feet of residences to the west along Alta Vista Avenue. As shown in Table 12, vibration from a vibratory roller could exceed 0.20 in/sec PPV at 25 feet along Alta Vista Avenue. Therefore, impacts would be potentially significant. However, with implementation of Mitigation Measure NOI-2, potential vibration damage impacts would be reduced to less than significant.

Table 12 Vibration Damage Levels for Typical Construction Equipment

Equipment	PPV (in/sec)				
	Reference Vibration levels at 25 feet	Residences along Alta Vista Avenue at 25 feet	Residences to the west along Campo Street at 50 feet	Residences to the northwest along Sierra Boulevard at 30 feet	Residences South along Coronado Avenue at 50 feet
Vibratory Roller ¹	0.210	0.210	0.074	0.160	0.074
Large Bulldozer ¹	0.089	0.089	0.031	0.068	0.031
Loaded Trucks ¹	0.076	0.089	0.031	0.068	0.031
Jackhammer ¹	0.035	0.076	0.027	0.058	0.027
Small Bulldozer (100 Horsepower or less) ¹	0.003	0.035	0.012	0.027	0.012

¹ Source FTA 2018.

Bold = Exceeds FTA's 0.20 in/sec PPV vibration threshold.

Implementation of Mitigation Measure NOI-2 would reduce project-related construction vibration impacts to the surrounding residential receptors to a less-than-significant level. Specifically, use of a roller is estimated to generate vibration levels of approximately 0.21 in/sec PPV at a distance of 25 feet (FTA 2018). Earthwork equipment used for grading shall be limited to equipment with 100 horsepower or less, as detailed below.

Mitigation Measure

NOI-2 Vibratory compaction for paving that is within 25 feet of any surrounding residential structure shall use a static roller in lieu of a vibratory roller. At a distance greater than 25 feet, a vibratory roller would no longer exceed 0.20 inches per second (in/sec) peak particle velocity (PPV) and would be allowed for use. Therefore, a static roller shall be used within 25 feet where levels would be reduced to 0.20 in/sec PPV or less and mitigate vibration damage. Grading, earthwork, and demolition activities within 15 feet of adjacent residential structures shall be conducted with off-road equipment that is limited to 100 horsepower or less.

- c) **For a project in 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?**

No Impact. The nearest airport to the project site is Sacramento McClellan Airport, approximately 7.9 miles southwest. The project would not expose people residing or working in the project area to excessive aircraft noise levels. Therefore, no impact would occur, and no mitigation measures are necessary.

3. Environmental Analysis

POPULATION AND HOUSING

Would the project:

- a) **Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?**

No Impact. The proposed project would result in no increase in student enrollment. It is expected that the students that would fill the new classrooms would be existing residents living in the District's service boundary, and the proposed project would not directly increase population growth in the area. No construction of homes or businesses is proposed, nor is extension of roads or other infrastructure required. Project implementation would not induce population growth and no impact would occur.

- b) **Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?**

No Impact. Project construction would be restricted to the existing campus, and no housing would be displaced or necessitate replacement housing. No impact would occur.

PUBLIC SERVICES

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

- a) **Fire protection?**

Less Than Significant Impact. Fire prevention, fire protection, and emergency medical services in the project area are provided by the Roseville Fire Department, which has eight fire stations in the city. The nearest fire station to the project site is Fire Station 1 at 80 Lincoln Street, 0.6 miles to the southwest. The proposed project may cause a very slight increase in demands for fire protection and emergency medical service. The proposed project would not increase the number of students on-site, and the site would continue to operate as a school. Both the City Fire Marshal and DSA would be required to approve fire access around the site. However, considering the existing firefighting resources available in and near the city, project impacts on fire protection and emergency services (including response times) are not expected to occur. Additionally, in the event of an emergency at the project site that required more resources than Fire Station 1 could provide, the Roseville Fire Department would direct resources to the site from other city stations nearby and, if needed, request assistance from other nearby fire departments. Therefore, impacts would be less than significant and no mitigation measures are necessary.

3. Environmental Analysis

b) Police protection?

Less Than Significant Impact. Law enforcement services in the area are provided by the Roseville Police Department. The Roseville Police Department is headquartered at 1051 Junction Boulevard, approximately one mile to the west. The proposed project may cause a very slight increase in demands for police services during construction due to possible trespass, theft, and/or vandalism. Active construction areas would be fenced, and any increase in demand for police would be temporary and would not require construction of new or expanded police facilities. The student capacity of the proposed project would remain unchanged, and the site would continue to operate as a school. Additionally, in the event of an emergency at the project site that required more resources than the Roseville Police Department could provide, the Roseville Police Department would request assistance from other nearby police departments, such as the Rocklin Police Department. Therefore, impacts would be less than significant, and no mitigation measures are necessary.

c) Schools?

No Impact. School services are related to the size of the residential population, the geographic area served, and community characteristics. The proposed project would not increase the population in the attendance boundary or otherwise increase demand for school services. The proposed project would not result in changes in land use (e.g., housing) that would result in population growth or create a greater demand for school services. Therefore, no impact would occur, and no mitigation measures are necessary.

d) Parks?

No Impact. Impacts on public parks and recreational facilities are generally caused by population or employment growth. The proposed project would not increase population or significantly increase employment. The proposed project would not result in the increased demand for additional parks and recreation services either on-site or in the surrounding area. Therefore, physical impacts to parks and recreation from increased population growth would not occur. No impacts to parks would occur and no mitigation measures are necessary.

e) Other public facilities?

No Impact. The proposed project would not result in impacts associated with the provision of other new or physically altered public facilities (e.g., libraries, hospitals, childcare, teen, or senior centers). Physical impacts to public services are usually associated with population in-migration and growth, which increase the demand for public services and facilities. No new population would be generated by the proposed uses; therefore, no increased demand on other public facilities is anticipated. No impacts to other public facilities would occur and no mitigation measures are necessary.

3. Environmental Analysis

RECREATION

- a) **Would the project 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?**

No Impact. The City of Roseville owns and manages several neighborhood parks, neighborhood/school parks, and citywide (regional) parks with a combined acreage of approximately 1,043 acres (City of Roseville 2020b). The City of Roseville has an adopted standard of nine acres of parkland per 1,000 residents and defines “parkland” to include public developed parks, recreational open space, and joint-use park-school facilities. The nine-acre standard is further divided into six acres of developed parks per 1,000 residents and three acres of open space per 1,000 residents—the same ratio specified in the Quimby Act for park land acquisition (City of Roseville 2020a). The project would not result in an increase in population. Therefore, the construction of new park space or other city recreational facilities would not be required. There would be no impact related to the physical deterioration of existing recreation parks or other recreational facilities.

- b) **Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?**

No Impact. The proposed project would not require the construction or expansion of off-site recreational facilities. Furthermore, the proposed project would neither increase population through construction of homes nor induce population growth that would require expanded recreational facilities; therefore, there is no impact.

TRANSPORTATION

Would the project:

- a) **Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?**

No Impact. The proposed project would not substantially change the site’s vehicular, pedestrian, or bicycle access and on-site circulation system. The existing driveways on the north side of Tiger Way and the east side of Campo Street would continue to provide access to the campus for vehicles, bicycles, and pedestrians.

The proposed project would result in the construction of a new competition pool that will occupy the location of the existing parking lot adjacent to the football field and old auxiliary gymnasium. As such, the proposed project would result in minor modifications to the on-site circulation pattern. However, on-site circulation would not be impaired, and motorists would be able to navigate around the competition pool and continue to access the senior parking lot. Additionally, a total of 240 new parking spaces will be provided where the existing portables are located. These parking spaces would be accessible from the Campo Street driveway. Though the project would result in a decrease of 56 parking spaces in the parking lot where the proposed competition pool is located, the project would result in a net increase of 184 total parking spaces, which would still adequately accommodate the parking demands.

3. Environmental Analysis

There would be no changes to pedestrian and circulation patterns because they would enter the campus via the Tiger Way or Campo Street driveways and proceed to their destination through the parking lot. The existing sidewalks along Campo Street, Berry Street, and the other streets in the area would continue to be used by pedestrians. Furthermore, the proposed project would not significantly affect any public transportation facilities or operation because the proposed project would result in no change to student capacity, and therefore, no change in public transit users.

In summary, the proposed project would not adversely affect traffic conditions on the study area street network or the internal circulation system, nor would it affect the performance of any transit or nonmotorized transportation facilities. The project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities, and no mitigation measures would be required.

b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

No Impact. Vehicle delays and levels of service (LOS) have historically been used as the basis for determining the significance of traffic impacts as standard practice in CEQA documents. On September 27, 2013, SB 743 was signed into law, starting a process that fundamentally changed transportation impact analyses as part of CEQA compliance. SB 743 eliminate auto delay, LOS, another similar measures of vehicular capacity or traffic congestion as the sole basis for determining significant impacts under CEQA. As part of the new CEQA Guidelines, the new criteria “shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses” (Public Resources Code Section 21099(b)(1)).

Pursuant to SB 743, the California Natural Resources Agency adopted revisions to the CEQA Guidelines on December 28, 2018, to implement SB 743. CEQA Guidelines Section 15064.3 describes how transportation impacts are to be analyzed after SB 743. Under the revised CEQA Guidelines, metrics related to VMT were required beginning July 1, 2020, to evaluate the significance of transportation impacts under CEQA for development projects, land use plans, and transportation infrastructure projects. The State provided an “opt-in period” and did not require lead agencies to apply for a VMT metric until July 1, 2020. However, in January 2020, State courts stated that under the Public Resources Code Section 21099, subdivision (b)(2), “automobile delay, as described solely by LOS or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment” under CEQA, except for roadway capacity projects.

As stated in the “Technical Advisory on Evaluating Transportation Impacts in CEQA” (California Office of Planning and Research, December 2018) and the “Vehicle Miles Traveled – Focused Transportation Impact Study Guide (Caltrans, May 20, 2020), projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than-significant transportation impact and can be screened from a CEQA VMT analysis because they fall into the small project category.

While the proposed project would not result in an increase in the number of students at the project site, the traffic associated with students and staff would be traveling on the area’s roadway network regardless of the status of the proposed project. The demand is generated by the number of eligible and age-appropriate students in the area and is not generated by the size of the school’s buildings. As there would be no increase in traffic volumes and as the proposed project is well below the CEQA VMT threshold of 110 trips per day, the proposed

3. Environmental Analysis

project can be screened from any further CEQA VMT analysis and would not result in a significant impact relative to VMT.

Therefore, the proposed project would have no VMT impacts and no significant impact would occur.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

No Impact. The proposed project would not substantially modify the on- or off-site access or circulation system. Access to the site for vehicles, bicyclists, and pedestrians would continue to occur via the existing driveways on the north side of Tiger Way and the east side of Campo Street. The streets, intersections, driveways, and on-site circulation system are designed to accommodate the anticipated levels of vehicular and pedestrian activity and have historically been accommodating school-related traffic on a daily basis. They would continue to be compatible with the design and operation of a school. As the proposed project would not result in any substantial modifications to the existing access or circulation features at the site or on the surrounding streets, there would be no impacts involving increased hazards due to a geometric design feature or incompatible uses.

d) Result in inadequate emergency access?

No Impact. The existing access and circulation features at the site, including the driveways, on-site circulation roads, parking lots, and fire lanes, would continue to accommodate emergency ingress and egress by fire trucks, police units, and ambulance/paramedic vehicles. The proposed project would not alter any emergency access features at the site. Emergency vehicles could easily access the new facilities and all other areas of the site via on-site travel corridors. The proposed project would not, therefore, result in inadequate emergency access. No impacts would occur, and no mitigation measures are necessary.

TRIBAL CULTURAL RESOURCES

a) 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, or 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:

i) 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).

Less Than Significant Impact With Mitigation Incorporated. The project site is not listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources, as defined in PRC Section 5020.1(k). As discussed in Section 3.5, *Cultural Resources*, the potential to discover an unknown tribal cultural resource on the project site is unlikely given the developed nature of the site and archaeological records. If any tribal cultural resource is found during ground-disturbing activities, construction will be halted, and Mitigation Measure CUL-1 and Mitigation Measure TCR-1 shall be implemented as necessary. As the property has been previously disturbed, it is not anticipated that unknown tribal cultural resources are present on-site. Impacts would be less with implementation of mitigation.

3. Environmental Analysis

Mitigation Measure

TCR-1 If any suspected tribal cultural resources (TCRs) are discovered during ground-disturbing construction activities, all work shall cease within 100 feet of the find, or an agreed-upon distance based on the project area and nature of the find. A Tribal Representative from a California Native American tribe that is traditionally and culturally affiliated with a geographic area shall be immediately notified and shall determine if the find is a TCR (PRC Section 21074). The Tribal Representative will make recommendations for further evaluation and treatment as necessary.

When avoidance is infeasible, preservation in place is the preferred option for mitigation of TCRs under the California Environmental Quality Act (CEQA) and tribal protocols, and every effort shall be made to preserve the resources in place, including through project redesign, if feasible. Culturally appropriate treatment may be, but is not limited to, processing materials for reburial, minimizing handling of cultural objects, leaving objects in place within the landscape, or returning objects to a location in the project area where they will not be subject to future impacts. Permanent curation of TCRs will not take place unless approved in writing by the California Native American tribe that is traditionally and culturally affiliated with the project area.

The contractor shall implement any measures deemed by the CEQA lead agency to be necessary and feasible to preserve in place, avoid, or minimize impacts to the resource, including, but not limited to, facilitating the appropriate tribal treatment of the find, as necessary. Treatment that preserves or restores the cultural character and integrity of a TCR may include tribal monitoring, culturally appropriate recovery of cultural objects, and reburial of cultural objects or cultural soil.

Work at the discovery location cannot resume until all necessary investigation and evaluation of the discovery under the requirements of the CEQA, including Assembly Bill 52, have been satisfied.

- ii) **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.**

Less Than Significant Impact With Mitigation Incorporated. As of July 1, 2015, PRC Sections 21080.1, 21080.3.1, and 21080.3.2 require public agencies to consult with California Native American tribes recognized by the NAHC for the purpose of mitigating impacts to tribal cultural resources. This law does not preclude agencies from initiating consultation with the tribes that are culturally and traditionally affiliated with their jurisdictions.

3. Environmental Analysis

In accordance with PRC Section 21080.1(d), a lead agency is required to provide formal notification of intended development projects to Native American tribes that have requested to be on the lead agency's list for receiving such notification. The formal notification is required to include a brief description of the proposed project and its location, lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation for tribal cultural resources. The following tribes are on the District's notification list pursuant to AB 52:

- Shingle Springs Band of Miwok Indians
- Tsi Akim Maidu
- United Auburn Indian Community of the Auburn Rancheria
- Wilton Rancheria
- Colfax-Todds Valley Consolidated Tribe
- Nevada City Rancheria Nisenan Tribe

As of the time of the publication of this MND no tribes have contacted the District, and as such, no consultation has been initiated. No evidence or readily available records exist to indicate that TCRs were identified during prior disturbance and development of the project site, and it is unlikely that any such resources would be uncovered or affected during project-related grading and construction activities. If any TCR is found during ground-disturbing activities, construction will be halted, Mitigation Measure CUL-1 and Mitigation Measure TCR-1 shall be implemented as necessary. As the property has been previously disturbed, it is not anticipated that unknown TCRs are present on-site. Impacts would be less than significant with implementation of mitigation.

UTILITIES AND SERVICE SYSTEMS

Would the project:

- a) **Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?**

Less Than Significant Impact.

Water Treatment Facilities

The City of Roseville would provide potable water to the project site. The City has three sources of water supply: surface water, groundwater, and recycled water for irrigation. The City obtains its primary water supply from the Federal Central Valley Project, owned and operated by the United States Bureau of Reclamation (USBR), of which Folsom Lake is a part. This is achieved through a contract with the USBR, which ensures water from Folsom Lake in perpetuity. In addition to USBR water supplies, the City has contracts with the Placer County Water Agency and the San Juan Water District for additional water supply to the City for municipal and industrial purposes (City of Roseville 2020a). The City currently has contracts for up to 66,000 acre-feet of American River water supplies diverted from the Folsom Reservoir. The City currently has six groundwater wells. The City treats wastewater at its Dry Creek Wastewater Treatment Plant and Pleasant Grove

3. Environmental Analysis

Wastewater Treatment Plant. Recycled water is used by the City for landscape irrigation, golf course irrigation, construction uses, and to provide cooling water for the Roseville Energy Park (City of Roseville 2020b).

The project site has an existing connection to the water distribution system operated by the City of Roseville. Water use at the project site includes the irrigation system; fire protection; and drinking water, restroom, and housekeeping appliances. The proposed project would not increase student capacity; therefore, the overall demand for water treatment would not increase. Additionally, the City of Roseville estimates it will have sufficient water supplies to meet proposed growth for normal years; water supply deficit may occur in single-dry years and some multiple-dry years. However, according to the City of Roseville 2020 Urban Water Management Plan, remaining deficits will be mitigated by potable water conservation measures implemented as part of the Water Shortage Contingency Plan (City of Roseville 2022). The proposed project would not require the relocation or construction of new or expanded water treatment facilities. Therefore, impacts would be less than significant, and no mitigation measures are necessary.

Wastewater Treatment Facilities

The project site has an existing connection to the wastewater collection and treatment system owned and operated by the City of Roseville. The proposed project would be served by this system and would not require the relocation or construction of new or expanded wastewater treatment facilities. Therefore, impacts would be less than significant, and no mitigation measures are necessary.

Stormwater Drainage Facilities

See response to question 3.10.c.iii in Section 3.10, *Hydrology and Water Quality*. As substantiated in that section, impacts would be less than significant, and no mitigation measures are necessary.

Electricity Facilities

Electrical needs to the project site would be provided by the Pacific Gas and Electric Company (PG&E) via existing infrastructure in the immediate area of the project site. Uses of electricity under the proposed project would include indoor lighting, office appliances, perimeter lighting, and security systems. All utility connections to the proposed project would be required to comply with applicable federal, state, and local regulations. Therefore, relocation and expansion of existing facilities and construction of new facilities would not be required. Impacts would be less than significant, and no mitigation measures are necessary.

Natural Gas Facilities

Natural gas to the project site would also be provided by PG&E via existing infrastructure in the immediate area of the project site. Use of natural gas under the proposed project would include HVAC systems and hot water heaters. Total natural gas supplies available to PG&E are forecast to remain constant at 3,116 million cubic feet per day (MMCF/day) from 2020 through 2035 (CGEU 2022).

3. Environmental Analysis

PG&E projects that it will have sufficient supplies to meet the demands in its service area. Therefore, the proposed project's natural gas demand is within PG&E's forecast increase, and the proposed project would not require PG&E to obtain new or expanded natural gas supplies. Impacts would be less than significant, and no mitigation measures are necessary.

Telecommunication Facilities

Various private services, including AT&T, provide telecommunication services to the city, including the project site. No changes to telecommunication facilities would occur. Therefore, project development would not require the construction of new or expanded telecommunication facilities. Impacts would be less than significant, and no mitigation measures are necessary.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?

Less Than Significant Impact. As substantiated above in Section 3.19.a, the City of Roseville will have adequate water supplies to meet water demands in its service area through 2045 during normal years; water supply deficit may occur in single dry years and some multiple dry years. However, according to the City of Roseville 2020 Urban Water Management Plan, remaining deficits will be mitigated by potable water conservation measures implemented as part of the Water Shortage Contingency Plan (City of Roseville 2022). Additionally, the proposed project's landscaping would be required to comply with California's Model Water Efficient Landscape Ordinance, which sets landscape design standards for water-efficient landscaping. Therefore, impacts on water supplies due to project development would be less than significant and no mitigation measures are necessary.

c) Result in a determination by the wastewater treatment provider, which 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?

Less Than Significant Impact. As substantiated in Section 3.19.a, the proposed project would result in no change to student capacity; therefore, it is anticipated that the wastewater facilities would continue to have adequate capacity to serve the proposed project. Therefore, impacts would be less than significant.

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?

Less Than Significant Impact. Solid waste is transported to the Western Placer Waste Management Authority's Western Regional Sanitary Landfill at 3195 Athens Road in unincorporated Placer County; this landfill serves the western portion of the county, including Roseville. Most of the solid waste generated in the city is first transported to the material recovery facility at the landfill. The material recovery facility separates and recovers waste products for recycling, reuse, or conversion to energy resources.

3. Environmental Analysis

In 2019, 98.8 percent of solid waste generated in the city was disposed of at the Western Regional Sanitary Landfill (CalRecycle 2019a). The landfill is permitted to receive 1,900 tons of solid waste per day and has a remaining capacity of 29,093,819 tons (CalRecycle 2019b).⁵ Project operation is estimated to generate 0.007 pound per square foot per day, resulting in 2,269 pounds per day or 1.13 tons per day (Cal Recycle 2019c). The proposed project would result in a negligible increase in solid waste. There is adequate landfill capacity in the region for project-generated solid waste, and project development would not require new or expanded landfills. Therefore, impacts to solid waste would be less than significant, and no mitigation measures are necessary.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less Than Significant Impact. The following laws and regulations govern solid waste disposal:

- **AB 939 (Chapter 1095, Statutes of 1989).** The California Integrated Waste Management Act of 1989 required each city, county, and regional agency to develop a source reduction and recycling element of an integrated waste management plan that contained specified components, including a source reduction component, a recycling component, and a composting component. With certain exceptions, the source reduction and recycling components were required to divert 50 percent of all solid waste from landfill disposal or transformation by January 1, 2000, through source reduction, recycling, and composting.
- **AB 32 (Chapter 488, Statutes of 2006).** The California Global Warming Solutions Act established mandatory recycling as one of the measures to reduce GHG emissions and was adopted in the Scoping Plan by CARB.
- **AB 1327.** The California Solid Waste Reuse and Recycling Access Act of 1991 requires local agencies to adopt ordinances mandating the use of recyclable materials in development projects.

Project-related construction and operation phases would be implemented in accordance with all applicable federal, state, and local laws and regulations that govern solid waste disposal. Therefore, impacts would be less than significant, and no mitigation measures are necessary.

WILDFIRE

If located in or near state responsibility areas or lands classified as very high FHSZs, would the project:

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. California Government Code Chapter 6.8 directs CAL FIRE to identify areas of very high fire hazard severity in State Responsibility Areas (SRA). Mapping of these very high FHSZs is based on data and models of potential fuels over a 30- to 50-year time horizon and their expected fire behavior and burn probabilities, which quantify the likelihood and nature of vegetation fire exposure to buildings. SRA FHSZ maps were initially developed in the mid-1990s and are now being updated based on improved science,

⁵ A volume-to-weight conversion rate of 2,000 lbs./cubic yard (1 ton/cubic yard) for “Compacted - MSW Large Landfill with Best Management Practices” is used as per CalRecycle’s 2016 volume-to-weight conversion factors.

3. Environmental Analysis

mapping techniques, and data. In 2008, the California Building Standards Commission adopted CBC Chapter 7A requiring new buildings in FHSZs to use ignition-resistant construction methods and materials.

The project site is not in a very high FHSZ (CAL FIRE 2024). Development on the project site would be subject to compliance with the 2022 CBC. Roseville is covered under the City of Roseville Emergency Operations Plan and the City of Roseville Multi-Hazard Mitigation Plan. These plans provide guidance to effectively respond to any emergency, including wildfires. In addition, all proposed construction is required to meet minimum standards for fire safety. Implementation of these plans and policies in conjunction with compliance with the CFC would minimize the risk of loss due to wildfires.

Furthermore, the proposed project would not conflict with adopted emergency response or evacuation plans. The surrounding roadways would continue to provide emergency access to the project site and surroundings during construction and postconstruction. In addition, as with all projects in Roseville, conformance with the CBC and CFC would be required. Therefore, impacts are considered less than significant.

b) Due to slope, prevailing winds, and other factors, would wildfire risks be exacerbated, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

Less Than Significant Impact. There are three primary factors used in assessing wildfire hazards—topography, weather, and fuel. The project site is relatively flat and is in a predominantly urbanized environment. The city does not have high-speed prevailing winds, and average wind speeds are approximately 6 miles per hour during the windier part of the year, from May to September (Weather Spark 2024). The proposed project would not impact weather or topography.

At project completion, the site would include pervious and impervious surfaces. According to CAL FIRE, the project site is not in a very high FHSZ (CAL FIRE 2024). Additionally, development on the project site would be subject to compliance with the CBC and under the City of Roseville Multi-Hazard Mitigation Plan, which provides guidance to effectively respond to and mitigate emergencies, including wildfires. Therefore, the project and site conditions would not contribute to an increase in exposure to wildfire risk. Impacts would be less than significant.

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 to the environment?

Less Than Significant Impact. The project site would require expansion of connection to utilities such as electricity, water, and sewer. The project applicant is required to pay for connections and maintenance of on-site utility infrastructure. The utilities would be installed to meet service requirements. The project site is not within a VHFHSZ and the construction of infrastructure improvements for the project would not directly increase fire risk. Impacts would be less than significant.

3. Environmental Analysis

- 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?**

Less Than Significant Impact. As discussed in Sections 3.7 and 3.10 respectively, the project site is not in a landslide hazard area or a floodplain. Historical geographic mapping does not show any flooding or safety concerns caused by the drainage. Construction activities related to the proposed project would be subject to compliance with the CBC and would include BMPs. BMPs may include, but are not limited to, covering of the soil, use of a dust-inhibiting material, landscaping, use of straw and jute, hydroseeding, and grading. Therefore, with implementation of BMPs, impacts are less than significant.

MANDATORY FINDINGS OF SIGNIFICANCE

- 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?**

Less Than Significant Impact With Mitigation Incorporated. As substantiated in Section 3.4, *Biological Resources*, tree or vegetation removal would be required for the proposed project; therefore, the project could result in direct impacts on special-status wildlife during construction. However, compliance with Mitigation Measures BIO-1 and BIO-2 would ensure that impacts to biological resources do not occur.

As substantiated in Section 3.5, *Cultural Resources*, no historic resources were identified on-site and, therefore, the project site does not have the potential to eliminate important examples of California history or prehistory. Because the property has been previously disturbed, it is not anticipated that unknown tribal cultural resources are present on-site. However, compliance with Mitigation Measure CUL-1 would ensure that impacts to archaeological resources do not occur.

As substantiated in Section 3.7, *Geology and Soils*, the proposed project would require limited grading and other ground-disturbing construction activities to accommodate the construction of the proposed project and utility requirements. Due to the ground disturbance associated with construction, there is potential that natural landform beneath the site would be encountered during construction and that subsurface resources and/or paleontological resources would be discovered. However, compliance with Mitigation Measure GEO-1 would ensure that impacts to paleontological resources do not occur.

As substantiated in Section 3.18, *Tribal Cultural Resources*, the project site is not listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources as defined in PRC Section 5020.1(k). Because the property has been previously disturbed, it is not anticipated that unknown TCRs are present on-site. However, compliance with Mitigation Measure CUL-1 and Mitigation Measure TCR-1 would ensure that impacts to archaeological resources do not occur.

3. Environmental Analysis

- 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.)**

Less Than Significant Impact. The issues relevant to project development are confined to the immediate project site and surrounding area. Additionally, the project site is in an area of the city where supporting utility infrastructure (e.g., water, wastewater, electricity, natural gas, and drainage) and services (e.g., solid waste collection) currently exist. Project implementation would not require the construction of new or expansion of existing utility infrastructure and services.

Furthermore, impacts related to other topical areas, such as air quality, GHG, hydrology and water quality, and traffic, would not be cumulatively considerable with development of the project in conjunction with other cumulative projects. In consideration of the preceding factors, the project’s contribution to cumulative impacts would be rendered less than significant; therefore, project impacts would not be cumulatively considerable.

- c) **Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?**

Less Than Significant Impact. As discussed in the respective topical sections of this IS/MND, implementation of the proposed project would not result in significant impacts in the areas of GHG, geology and soils, hazards and hazardous materials, hydrology and water quality, noise, or wildfire, which may cause adverse effects on human beings. Therefore, impacts related to these environmental effects were deemed to be less than significant with applicable mitigation.

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Appendix A Air Quality, Greenhouse Gas, and Energy Modeling Data

Appendices

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Appendix B Construction HRA Modeling

Appendices

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Appendix C Fundamentals of Noise

Appendices

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Appendix D Historic Resources Evaluation Report

Appendices

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